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TWO COLOR PRINTS: JIM BISDEE

HAMERSLEY IRON RAILROAD, which hauls iron ore to the Port of Dampier in Western Australia, took delivery of 29 new Dash 9-44CW's (7065-7093) from GE's Erie, Pa., factory during 1995. Four of them were photographed during a power swap at the Dingo passing track (**above**) in July. Special features on the units range from improved engine cooling for the 100° climate to an in-cab entertainment center with AM/FM radio, tape deck and six-disc CD player. The Dash 9s also debut a new paint scheme. The old livery can still be found on Alco C628 2000 (**left**), on display at the HI shops in Dampier. Just an empty carbody, it's the world's only preserved C628.

KODACHROME: IAN PLATT

THE *MARLBORO UNLIMITED* will be pulled by two F59PH's, the first of which (**right**) was outside GMDD's London, Ont., plant on November 30, 1995. Phillip Morris, Inc., is building a luxury train to take contest winners into "Marlboro Country." See RAILNEWS.

CONRAIL's FIRST SD80MAC rolled out of the Juniata paint shop in Altoona, Pa., on December 6, 1995. Conrail had a significant role in the design of the 5000-h.p., 80-foot-long behemoth. See RAILNEWS.

FUJI PROVIA PUSHED TO ASA 200: MIKE DEL VECCHIO

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From the Publisher's desk: Traction relics

Following World War II, many of the traction lines which had survived the highway competition of the 1930s converted to bus operation. Diesel buses were viewed as clean and modern, while trolleys were said to be antique, slow and noisy. Buses were cheaper than replacement of old maintenance-deferred cars, power plants and trackage. I saw the torching or cutting up of beautiful rare old cars from such once great traction empires as the Third Avenue, Chicago Surface Lines, Brooklyn & Queens Transit and Public Service of New Jersey.

The wholesale abandonments had one beneficial effect. Railfans were able to acquire headlights, roll and destination signs, gongs, controller handles, books of old transfers, trolley placard ads and other mementoes useless to the new bus age. Sometimes these items could be purchased, and sometimes you could help yourself as cars were readied for scrapping. Some pieces were simply stolen.

I've taken pads of old Third Avenue transfers to railfan meetings and torn off transfers as give-aways to eager-eyed collectors, mostly younger than I. My own collection of relics includes a large reverse TARS decal logo, metal NYCTS IND destination signs, TARS roll signs, motorman badges and similar hardware.

My favorite pieces were presented to me by the late E.J. Quinby, once a motorman on the North Jersey Rapid Transit (which quit running in 1929) and whose book on the line, INTERURBAN INTERLUDE, we published. Jay had an NJRT arc light used on the big Jewett cars and a controller which he converted to 24 volt for use with his half-inch scale interurban models. I presume that his old motorman's uniform stayed with the family.

Pieces such as these turn up in auctions and are fun to collect, especially those from lines which ran in your local area. All railroadiana should be catalogued so that future generations will know the history of the item.

Electric railway lines used many collectible items similar or identical to their railroad counterparts including lanterns, match books, brass uniform buttons and switch keys. Demand for specific railway lines will usually be greatest in the area served by the line, which means higher prices in the local area.

Some railroadiana items can get too large for the average home. When I kept tripping over my Jersey Central headlight I finally traded it off. My eight-foot Susquehanna switch stand, once used in nearby Stillwater, has been repainted and graces the vestibule to our offices.

Some collectors go for the whole thing. Cars have been purchased for use as homes or summer cottages. Others have been loaned or sent to operating trolley museums. An old Stephenson car from South America may yet return to New Jersey if sufficient funds can be raised. Is there a benefactor among our readers?

RAILFAN & RAILROAD

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Cover

In steam days on the Southern Pacific, "AC" meant articulated Consolidation — those world-famous "Cab-Forwards." Today on the SP, "AC's" are state-of-the-art a.c. traction diesels, and like their ancestors, they're a common sight on Donner Pass. In August 1995, two of the big GE AC4400CW's bring Chicago-to-Roseville manifest CHRVM down the west slope of Donner Pass at Alta, California. Beginning on page 55, Steve Schmollinger shows us more AC's in action on the Big Hill over the Sierra Nevada and explains how you can see them too. Fuji Velvia photo by Steve Schmollinger.

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Fanmail

Baby Train Master update

Thanks for finding a place for my TVA Baby Train Master story so quickly, and I'm very pleased with the layout and editing.

However, I would like to make two corrections to that January '96 feature. First TVA's SW1500 No.F3064 was formerly Inland Steel No.123, not No.12. Second, F-M No.24 received *front*-end damage around its first birthday, not short-hood damage, necessarily. The shop record doesn't explain the extent of the damage in any greater detail, and, of course, no one still at TVA remembers.

The 24 passed its pre-winter inspection and is back at its spot next to the rotary dumper where it's much more visible than when it was wearing the "camo" colors of greenish-brown and rust. The 24 hadn't yet been used, however, as of December 1995.

PETER BERGS
Murfreesboro, Tenn.

Preserving a B.C. Electric car

I Just wanted to let you know how much I enjoyed the piece on the B.C. Electric Railway in the January 1996 issue.

Back in 1962, the Orange Empire Trolley Museum (now the Orange Empire Railway Museum) acquired B.C. Electric Railway car 1225, which was moved south to Perris, California, on its own wheels. On the way south we stopped the car at Marysville, Ca., for an excursion on the remains of the Sacramento Northern trackage in the Marysville-Yuba City area.

During the mid-1960s, while I was Operating Superintendent of OET, we used the BC 1225 extensively for passenger service, as it was one of the best cars we had to represent the Interurban era. It definitely had the feel of something from 1910, while the car was also quite dependable mechanically.

In the past 30 years the car has deteriorated significantly and is now in very poor condition. Fortunately it is under roof and in one of the Museum's new carbarns.

CHARLES E. DITLEFSEN
San Rafael, Calif.

Southern B.C. corrections

Since there was no profile on your author for the Southern Railway of British Columbia article in the January 1996 issue, I'll assume he is not from the area.

First of all, when B.C. Hydro sold the railway they sold it to ITEL, which is a San Francisco-based company that at the time owned other railroads and a fleet of freight cars. It was ITEL who sold the railroad to Dennis Washington. ITEL and the Washington Corporation are not related in any way. Therefore, the bottom paragraph of the center column on page 45 is incorrect.

On the locomotives, the 151-153 are MP15s, not SW1500s; the 381 is an SD38 not an SD38-2, and 910-911 are SW900s with 1000 H.P. engines, not SW1000s, and all twelve SW900s were built in Canada by GMDD, not EMD.

There are a few other minor inconsistencies in the rest of the article as well. On page 44, reference to the south bank of the Fraser having no rail access until the arrival of the CN is not correct. The CPR had a connection with the NP at Sumas, Wash., from a junction at Mission since the early 1890s, and the first GN lines in the area (also built in the 1890s) were not on the current alignment but came north from Blaine through Cloverdale and up to the Fraser River, then west to the area across the river from New Westminster. The bridge

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to New Westminster opened in 1903, prior to that cross river access was by boat. The B.C. Electric line in the Fraser Valley to Chilliwack opened in 1910, and the CN entered Vancouver a few years later, 1914.

Also, the map on page 46 suggests that the trackage from Marpole Junction to Steveston, and from Marpole Junction to Vancouver, is abandoned. It is not, although there is virtually no service south of Brighouse these days. This is CPR track that was operated by B.C. Hydro for years but has recently reverted back to CP and is again operated by them. The CPR lines from Port Moody to Ioco is also missing off your map. The SRY line from Royal Oak to Central Park has been lifted, and until not that many years ago it was operated several miles even further west than Central Park, to a station called Nanaimo Road. You also show the CN ending at New Westminster. Actually, CN operates into Vancouver over trackage rights on BN and the line shown on the map from the "W" in New Westminster to Vancouver.

DOUG CUMMINGS
Extra 2200 South Magazine
Vancouver, B.C.

The SRY map was based on the official BCE map and was updated according to the latest Official Guide *and CP system map. We didn't intentionally "show the CN ending at New Westminster;" the CN identifying label was simply missing from the line running into Vancouver* — B.K.

InterCity DVTs

I was glad to see in Hal Carstens' January 1996 editorial that he finds time to travel outside the U.S. I also spent three weeks in England this fall and rode numerous trains on a BritRail pass.

While the High Speed Trains do have a diesel power car at each end, the electric InterCity trains operate with a locomotive at one end and a driving trailer (DVT) at the other. The DVT is essentially a baggage car with a cab on one end, because the British Transport Ministry will not permit passengers to be carried in the leading vehicle of a high speed train. This is similar to the policy in France and Germany where the TGV and ICE trains have a power car on each end for safety as well as operational reasons.

I can confirm that many branch line services are operated with two axle rail buses that operate either as single units or in pairs. They are very light in weight but give economical off-peak service where more conventional trains simply cannot be cost justified for the ridership.

RICHARD U. COGSWELL, JR.
Alexandria, Va.

The KB&S

I enjoyed the article by Bob Gallegos on the Kankakee, Beaverville & Southern and its workhorse Alco locomotives. Mr. Fey Orr has indeed converted these segments of abandoned Class 1 lines into an active road providing essential rail transportation service in a rural area. Mr. Orr has pursued this with great commitment and deep determination to provide service when the customer wants and needs it.

I would like to make a comment, not to nit pick a fine article. The recent providing of service on two portions of former-NYC/Big Four line (a piece from Sheff to Free and Dunn and another from Handy south to Stewart) are, indeed, two separate operations. The "Bee Line" is from Handy to Stewart for the Stewart Grain Company, so named by Mr. Bert E. Etchison (note the initials) who purchased this portion for his grain operation. The Sheff to Dunn and Free is owned grain operations on that line. The story implies that the Bee Line includes both segments.

Also, the west end of the former-NKP Peoria District from Gibson City to Peoria, shown on the map as abandoned, is still operated by NS. The Bloomer Line operates the ex-Wabash line north out of Gibson City in addition to their former-IC Bloomington Line business.

JESSE E. BENNETT, JR.
Rossville, Ill.

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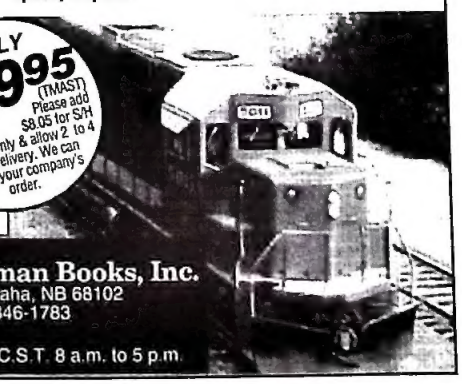

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RAILROAD AVENUE ENTERPRISES

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

DUNSMUIR, CALIFORNIA, February 16-18. 3rd Annual Winter Railfair featuring walking tour, trackside events, working SP snowfighting equipment, operating turntable, swap meet, slide shows and more. For details contact: Visitor Services, Dunsmuir Chamber of Commerce, P.O. Box 17, Dunsmuir, CA 96025; 800/386-7684.

SCRANTON, PENNSYLVANIA, February 16-19. "Steamtown Snow Spectacular" featuring Milwaukee Road 4-8-4 261. All trips depart Steamtown 9am and return approximately 4pm. Multiple photo runbys at track speed, light snacks and hot beverages for sale on board. To order tickets send payment and SASE to: Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126. Dress appropriately for winter weather in the Poconos. Photo freight trip will *not* have heated cars; all other trips will have heated cars.

February 16 Snowplow train with 261 shoving wedge plow to Tobyhanna, snow or no snow, $49.95.

February 17-18 Passenger excursions to Tobyhanna, $39.95.

February 17 Night photo session with 261 and other vintage locomotives at Steamtown Depot, $30.

February 19 Photo freight with approximately 20 freight cars, caboose and two rider coaches, $100.

MIDDLETOWN, PENNSYLVANIA, February 17-18. "Winter Wonderland Express" on Middletown & Hummelstown Railroad. Depart Race Street Station 1pm for scenic 11-mile trip with photo runbys (weather permitting). Adults $6, ages 3-11 $3. Contact: John Bechtel, M&HRPS, 136 Brown Street, Middletown, PA 17057; 717/944-4435.

BOSTON, MASSACHUSETTS, February 17-24. "Little Bear North" winter trip covering Amtrak and Ontario Northland via Toronto to sub-arctic shores of James Bay. Rare chance to view "white wilderness" from comfort of a train. $1095 per person double occupancy, single supplement $225. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

METROLINK TO VINCENT HILL, February 19. Ride regularly scheduled Metrolink train from Los Angeles to Vincent via mile-long San Fernando Tunnel and Soledad Canyon for delicious dinner at Vincent Hill Restaurant & Saloon. Depart L.A. 3:45pm, return 8:16pm. Additional boarding at Glendale, Burbank and Sylmar. Fare of $46 includes rail fare and dinner (beef or salmon). Contact: Pacific Railroad Society, c/o Barbara L. Sibert, 777 E. Valley Blvd., No.70, Alhambra, CA 91801; 818/570-8651 or 213/283-0087.

HIGH IRON TRAVEL, P.O. Box 50116, Minneapolis, MN 55405 (603/382-4515) is sponsoring the following first class rail trips, many of them on "rare" freight-only trackage.

February 24 Annual RRE trip Boston, Mass., to Bellows Falls, Vt., $225.

March 8-10 Ride private car *Caritas* Washington, D.C., to Montreal, $595.

April 13 Portland to Tillamook, Ore., on former SP, $295.

April 20-21 Eugene, Ore., to Yreka, Cal., on CO&P's ex-SP Siskiyou Line, $995 per person double occupancy, roomette supplement $150.

NEW YORK, NEW YORK, March 1-14. Winter Western Rail Odyssey cross country train trip aboard Amtrak with overnights in San Francisco and Seattle, including visits to the Durango & Silverton, the Grand Canyon and the Orange Empire Railroad Museum. $1550 includes all train travel, park admissions, shuttle busses, 14 dinners, lodging, taxes and gratuities. Contact: Madison Travel Center, 28 Waverly Place, Madison, NJ 07940; 609/782-1842.

STOCKTON, CALIFORNIA, March 9. Winterail '96 Railroad Photography Exposition and Railroadiana Show & Sale at Scottish Rite Temple, 33 West Alpine Street, 9am-10pm. Featured photographers scheduled to include Richard Steinheimer, Shirley Burman, Stan Kistler, Don Olsen, John Kirchner, Jack Neville, Brian Rutherford and others. Full event tickets *by advance mail order only.* Send $18 per ticket plus SASE to: Vic Neves, Winterail '96, P.O. Box 23721, Oakland, CA 94623-0721. Make check or money order payable to: Vic Neves, Winterail '96." Admission to just the railroadiana show & sale is $4 *at the door only.*

BOSTON, MASSACHUSETTS, March 23. Sugartime Special to White River Junction, Vt., via Conrail and NECR. Depart South Station 7:50am. Adult $65, ages 5-16 $50, under 5 in lap free. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

BOSTON, MASSACHUSETTS, March 29-31. Cherry Blossom Special excursion to Washington, D.C., via Amtrak. Departs South Station 9:35pm Friday, return Sunday evening. Fares of $335 first class or $250 coach (per person, double occupancy) include accommodations, transfers, tours and four meals. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

MADISON, NEW JERSEY, March 30. Friends of New Jersey Railroad & Transportation Museum and United Railroad Historical Society of New Jersey 6th Annual all-day symposium at Drew University Hall of Science, just west of NJT station on Route 124, 9am-5pm. Features 20 illustrated presentations on New Jersey rail history and preservation. Admission of $20 for members and $35 for non-members includes lunch and morning and afternoon refreshments. Contact: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

WHIPPANY, NEW JERSEY, March 30-31 and April 6. "Easter Bunny Express" at the Whippany Railway Museum, Route 10 West & Whippany Road. Trains depart hourly noon-4pm. Adults $6.75, under 12 $3.75, lap babies free. Send payment and LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

NEW YORK, NEW YORK, April 13. Conrail Historical Society New York Harbor Railfan Cruise departs Sheepshead Bay in Brooklyn 8:30am, additional boarding at Hoboken, N.J., 9:30am, for trip up East and Hudson rivers to see Amtrak, Conrail, MN, NYCTA, LIRR, NJT and NYCH rail operations and waterfront facilities of CR predecessors. Fully narrated, maps provided. Fare $50; breakfast and lunch served on board at additional cost. Contact: Kermit Geary, Jr., CRHS, Box 38, Walnutport, PA 18088-0038; 610/767-3782.

STRASBURG, PENNSYLVANIA, April 13. N&W Night Photo Freight at Strasburg Rail Road featuring 4-8-0 475 lettered N&W on a mixed train. Multiple night photo opportunities. Departs 6:30pm. Fare $55. Send payment and SASE to: Steve Barry, 144 Newkirk Station Road, Elmer, NJ 08318; 609/358-8351.

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TOP LINK TOURS, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) is sponsoring the following foreign tours:

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RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Edison, N.J., February 3-4, N.J. Convention Center/Raritan Center. **Columbus, Oh.,** February 10-11, Franklin County Veterans Memorial. **Chantilly, Va.,** February 17-18, Capital Expo Center. **Monroeville, Pa.,** February 24-25, Pittsburgh Expo Mart.

Pennsauken, N.J., March 2-3, South Jersey Expo Center. **Timonium, Md.,** March 16-17, Timonium Fairgrounds. **St. Charles, Mo.,** March 16-17, St. Charles Exhibition Hall. **Hackensack, N.J.,** March 23-24, Fairleigh Dickinson University. **Niles, Ohio,** March 23-24, Eastwood Expo Center. **Novi, Mich.,** March 30-31, Novi Expo Center, admission $6.

Wilmington, Mass., April 13-14, Shriners Auditorium.

WEST SPRINGFIELD, MASSACHUSETTS, February 3-4. Amherst Railway Society Big Railroad Hobby Show at Better Living Center and Young Building at Eastern States Exposition, Memorial Ave., 10am-5pm. Adults $5, ages 5-12 $1, under 5 free. Contact: Robert Buck, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-0242.

PARMA, OHIO, February 4. Parma High School Train Show at 6285 W. 54th Street, 9am-3pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094.

FOXBORO, MASSACHUSETTS, February 11. Rail-A-Rama XXI at Demetri's Convention Center on Route 1, 10am-4pm. Admission $3, ages 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

JACKSONVILLE, FLORIDA, February 17. Southeastern Railroadiana Collectors 17th Annual Show at Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Admission $4, under 13 free, tables $30. For details send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

HAGERSTOWN, MARYLAND, February 17. Spring '96 Trainfest at Mason-Dixon Auto Auction, Exit 2 off I-81, 9am-3pm. Food and ATM on site. Admission $3, under 13 free. Contact: Mike Stephens 301/824-2464; or Bob Morningstar 301/842-0081.

SPOKANE, WASHINGTON, February 18. Railroad Swap Meet at Cavanaugh's Inn at the Park, West 303 North River Drive, 10am-4pm. Admission $3, ages 12-16 $1, under 12 free. Contact: Bud Flanagan, 11406 E. Railroad Ave., Spokane, WA 99206; 509/926-2009.

TWO KODACHROMES: RICHARD D. FOREST, ESQ.

Persevering PCC's

PCC CARS ON BOTH COASTS can still be found in regular duty as movers of the masses. Several former-SEPTA cars have new lives in San Francisco, while other SEPTA PCC's continue service in their native Philadelphia. While in California for a private car tour during July 1995, New Jersey resident Richard Forest recorded several of the PCC's (**above**) that would later take part in the September start-up of San Francisco's new F Line (see TRANSIT CURRENTS). F Line PCC's travel on Market Street from Transbay Terminal to a new turning loop at Castro Street and are painted in various schemes that were once worn by PCC's in other cities. In his hometown of Philadelphia, William Monaghan shot PCC's 2732, 2728 and 2799 crossing the Girard Avenue Bridge on November 4, 1995 (**below**). The location is on SEPTA's Route 51, where service was reduced from six runs to two on November 19. Weekend cars on Route 51 run into downtown "Philly," but not to the zoo — B.K.

KODACHROME: WILLIAM F. MONAGHAN

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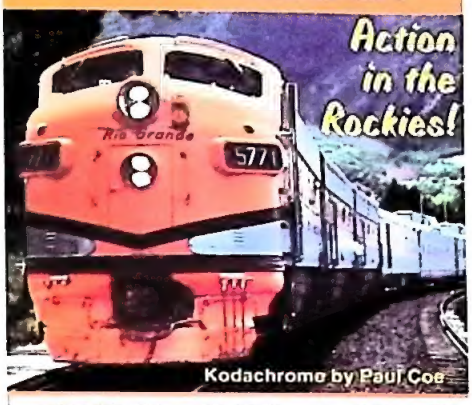

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In the fall of 1995, GTVP captured some of CN's last days as a Crown Corporation.

Starting at Bayveiw Junction, one of the busiest spots in Canadian railroading, follow the Dundas Sub to London, then on to the Strathroy Sub to Sarnia, and CN's new St. Clair tunnel with its 1.8 to 2% grade, in total some 140 miles of mainline. Speeds in excess of 85 mph for passenger trains and 60 mph for freights provide fast-paced action, with a varied lineup of CN, VIA, GO, Amtrak and NS. CP's mainline to Windsor joins the action just west of London, where it parallels the CN mainline for a few miles.

Along the way, shots of the spectacular view from high above Spencers Gorge and the high level bridge over the Grand River enhance the video with the blazing fall colours of southwestern Ontario. Narrated. Approx. 90 minutes.

CSX - S&NA North Subdivision

202 miles of mainline railroading from Birmingham, Alabama (Boyles Yard) to Nashville, Tennessee through the scenic South.
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CSX -The Alleghany Subdivision - Clifton Forge, VA to Hinton, W. VA. (1993, 90 mins.)

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GILBERTSVILLE, PENNSYLVANIA, February 18. Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Contact: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

FRANKLIN SQUARE, NEW YORK, February 18 and March 17. Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin Square, NY 11010; 516/775-4601.

KIRTLAND, OHIO, February 24-25. Kirtland High School Train Show on State Route 306, 10am-4pm Saturday, 10am-3pm Sunday. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

OTTUMWA, IOWA, February 24-25. Great River Railroad Show at Quincy Place Mall. Free admission. Contact: Rich Hood, 801 Jefferson, Burlington, IA 52601; 319/754-4979.

LAPEER, MICHIGAN, February 25. 12th Annual Railroad Swap Meet at American Legion Hall Post 16, 1701 W. Genesee Road, 10am-4pm. Admission $2. Contact: Joseph Rocco Biondo, 15680 Imlay City Road, Capac, MI 48014-2300.

PHOENIX, ARIZONA, March 2. Sahuaro Railroad Preservation Society Swap Meet at Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm. Admission $3. Contact: Harold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015; 602/242-0751.

DEARBORN, MICHIGAN, March 3. 6th Annual Michigan Railroad Memorabilia Show & Sale at St. Martha's Church, 18100 Oakwood, noon-4pm. Admission $2, family max. $4, tables $15. Contact: Ray Nikolai, 4954 Roosevelt, Dearborn Heights, MI 48125; 313/277-2419.

FAIRFIELD, CONNECTICUT, March 3. Station Stop '96 at Tomlinson Middle School, 200 Unquowa Road, 10am-4pm. Adults $4, children $2. Contact: Housatonic Model Railway Club c/o Dennis Rich, 131 Dunnlea Road, Fairfield, CT 06430-2814; 203/255-3795 Friday evenings.

CLARK, NEW JERSEY, March 3. Jersey Central Railway Historical Society Annual Train Show & Sale at Mother Seton Regional High School, Exit 135 off GSP, 9am-3:30pm. Admission $4, family max. $8. Contact: Jersey Central Train Show c/o Mitch Dakelman, 334 South 3rd Ave., Highland Park, NJ 08904.

FORT WAYNE, INDIANA, March 9. Train and Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12. Contact: Sally Vallton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

SOUTH BURLINGTON, VERMONT, March 9. 9th Annual Vermot Rails '96 at South Burlington Middle School, 500 Dorset Street, 10am-4pm. Adults $3, ages 6-12 $1, under 6 free. Contact: John B. Dick, R.R. 1, Box 910, Bristol, VT 05443; 802/453-4955 after 6:30pm.

DEARBORN/DETROIT, MICHIGAN, March 10. Trainorama Extra at Dearborn Civic Center, 15801 Michigan Ave. at Greenfield, 10am-4pm. Admission $3, under 12 free with adult. Contact: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

WOOSTER, OHIO, March 10. CJ Trains Spring Wooster Train Show at Ohio Agricultural Research and Development Center, Fisher Auditorium, on State Route 302, 10am-4pm. Admission $2, 12 and under free, tables $20. Contact: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 216/262-7488 after 6pm.

ST. LOUIS, MISSOURI, March 16. McDonnell Douglas Railroad Club Swap Meet at Greensfelder Recreation Complex at Queeny Park, 550 Weldman Rd., 10am-3pm. Admission $2, under 12 free, tables $12. Contact: Wayne Schimmel, Route 1, Box 512, Winfield, MO 63389-9801; 314/668-6451 after 6:30pm.

BURNABY, BRITISH COLUMBIA, March 17. Western Rails 14th Annual Railroadiana Show at 9523 Cameron Street, 9am-4pm. Contact: P. Roy, 3874 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292.

OLMSTED TOWNSHIP, OHIO, March 17. German Club Train Show at 7370 Columbia Road, next to Trolleyville USA, 9am-3pm. Admission $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

BELMONT, MASSACHUSETTS, March 17. Kiwanis Club Railroad & Train Show at Belmont High School Cafeteria, 221 Concord Ave., 10am-4pm. Adults $3, seniors $2, under 12 $1, family max. $7. Contact: Tom Morabito, 40 Flett Road, Belmont, MA 02178; 617/783-1555 days, 617/484-0112 evenings.

LONDON, ONTARIO, March 23. Forest City Railway Society's 22nd Annual Slide Trade and Sale Day at All Saints Church, Hamilton & Inkerman, 1-5pm. Admission $2. Dealers are welcome. Contact: Ian Platt, R.R. 3, Ingersoll, Ont. N5C 3J6; 519/438-3330.

NORTH PLATTE, NEBRASKA, March 23-24. 3rd Annual Train Show & Swap Meet at D&N Event Center, 302 Eugene Ave. (I-80 at U.S. 83, behind Super 8 Motel), 10am-6pm Saturday, 11am-5pm Sunday. Adults $3 one day, $5 two day, 14 and under $1 per day, tables $10, Saturday tour of UP's Bailey Yard and Shops $5. Contact: Gene Tacey, P.O. Box 485, Sutherland,NE 69165; 308/386-2489.

MT. PLEASANT, IOWA, March 24. Railroad Show at National Guard Armory on Walnut Street, 10am-4pm. Admission $1, 12 and under free. Contact: Rich Hood, 801 Jefferson, Burlington, IA 52601; 319/754-4979.

WICHITA, KANSAS, March 23-24. Air Capital Train Show & Swap Meet at Century II Exhibition Hall, 9am-5pm Saturday, noon-4pm Sunday. Admission $5. Contact: George Baird, P.O. Box 3245, Wichita, KS 67201-3245; 316/722-2229.

BEDFORD, OHIO, March 30-31. Chanel High School Railroad Show at 480 Northfield Road, 10am-4pm Saturday, 10am-3pm Sunday. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

WESTLAKE, OHIO, March 31. Cleve Antique and Collectible Show at Westlake Holiday Inn, 1100 Crocker Road, 9am-2pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

LANCASTER, PENNSYLVANIA, March 31. Lancaster/Strasburg Train Show at Lancaster Host Resort on Route 30, 9am-2pm. Only 4 miles from Strasburg Rail Road and Museum. Admission $3, under 12 free. Contact: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

We'd like you to meet...

Steve Schmollinger

The author of this month's cover feature has this to say about himself:

"Why do I like railroads? Who knows? I just do. When I was a young lad, our family would often travel from our home in Stockton, California, to my grandparents' place near Watsonville via Tracy and Niles Canyon. I remember seeing the Gyralights of SP F-units and Geeps coming into Tracy from off the now-mothballed Moccoco Line, and on the now-abandoned line through Niles Canyon. My eyes would be riveted to the tracks in hopes of catching a glimpse of black widow diesels. On a family trip to Yellowstone in 1966, I can remember following the Milwaukee Road for hundreds of miles through Montana without seeing a train, but my eyes were still glued to the tracks all the way!

"While searching for a satisfying major in junior college, I briefly considered a railroad career. As it turned out, I shied away from it, mostly because the long time away from home and the odd work hours of railroad life didn't appeal to me. After three years in 'JC,' and somewhat by accident, the major area in which I had enough credits to graduate ended up being photography. Later, following a two-year LDS mission in Guatemala, I received a B.A. degree in economics from San Diego State University. I now work as a senior marketing analyst for Pacific Gas & Electric Company in its San Francisco headquarters. My wife, Lynn, and I have two boys and three girls, the oldest eight years old and the youngest eight months. All of our progeny love watching trains, at least until they get hungry or bored, and even Lynn gets into the act when

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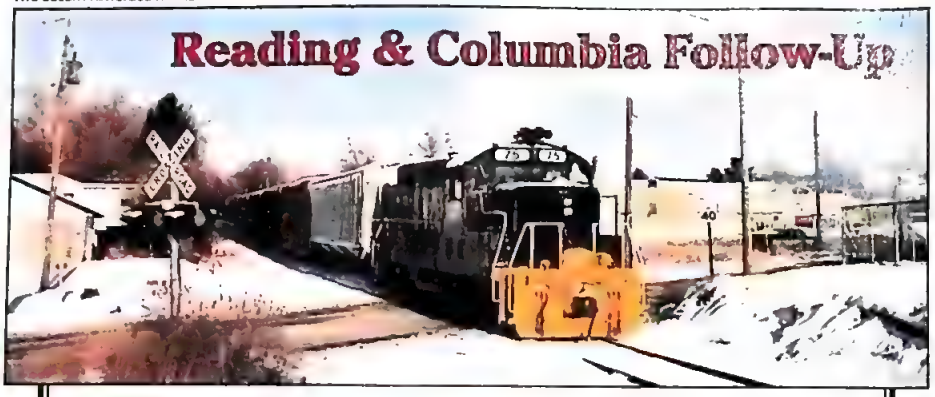

THE LANCASTER NORTHERN formally began operating Conrail's Akron Secondary (February 1996 R&R) on December 1, 1995, and its first revenue train ran on December 10th. At the Sinking Spring interchange near Mountain Home Road in Montello, Pa., the crew (**below**) started black GP16 No.75 and headed south for Denver (**above**) with seven cars. See RAILNEWS for details.

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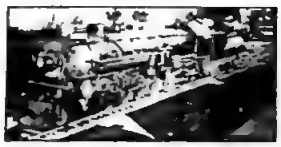

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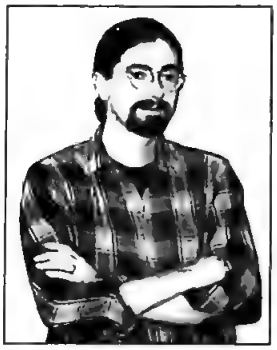
it means driving through beautiful places like the Feather River Canyon or Donner Pass in autumn.

"I use two Nikon camera bodies, one an F4 and the other an N90s. The F4 is as rugged as a tank, and its top shooting speed of 5.7 frames per second comes in real handy when recording fast-moving objects coming across the film plane. I'm lousy at timing such shots, so the heavy F4's high-speed motor drive is a life-saver for me. The lighter N90s is also slightly higher-tech than the F4, possessing shutter speeds in ⅓-stop increments in any mode and the ability to capture daylight-balanced fill-flash shots when used with my Nikon SB26 Speedlight. I love shooting in low light, and computer-controlled, daylight balanced fill-flash is extremely useful under just such conditions. Balanced flash allows you to illuminate the dim object, such as a shiny new locomotive, while simultaneously capturing an azure sky without washing it out.

"My optics range from Nikon's ultra-wide 18mm f2.8D to its program-equipped 500mm f4. Although I began rail photography in 1970 using a 50mm almost exclusively, I seldom use a "normal" lens now. I like the energy that wide-angles like the 18mm and 24mm inject into photos and the impact rendered by long telephotos.

"For film, I use whatever works for me. My favorite film ever was probably Kodachrome II. About five years ago, I became utterly disappointed with the results from its replacement, K25, and made the jump to Fuji Velvia, which I shoot at ISO 40. Since then, I've experimented with Kodachrome 200, Lumiere 100 and 100X, Elite 100 (an ultra-warm version of Lumiere), Fujichrome 100, and most recently Fujichrome Sensia 100. For now, I usually stick with Sensia since its grain, sharpness, and shadow detail are excellent and its colors are less vivid than Velvia's. Whereas Sensia's film speed has proven to be truly 100, Lumiere's and Elite's have turned out to be actually 80.

"Although I lament not having been able to witness and record the late steam or early diesel eras, I feel there's a lot of exciting stuff for us to capture right now. Today's super cabs, California F59s, Genesis units and doublestacks may be abominations to traditionalists, but I view them as part of a fleeting phase of an industry that's always changing. In fact, the only thing that doesn't change in the railroad industry these days seems to be that things will change. When my children grow up, they'll probably look back on the mid-1990s as a wonderful, story-book time when trains were different and beautiful compared to what they'll see then. Sound familiar?"



Bradley McClelland

Brad McClelland, 33, of Fairfield, Ohio, inherited his love of railroading from his late grandfather, Wilber Smith, who was a fireman for the B&O until retiring to operate a hobby shop devoted to model railroading. As a youngster, Brad enjoyed many an hour listening to stories of his grandfather's days with the B&O. Brad's father, Allen, took his young family on excursions to Kentucky and southern Ohio, excursions that often ended up at trackside for a picnic. During these trips, his father documented trains on film, using the photographs for reference while he built his HO scale model railroad, the very well-known (in model railroad circles) Virginia & Ohio.

Brad began to photograph trains at the age of 15 in his hometown of West Carrollton, Ohio, (a suburb of Dayton) by riding a bicycle from one crossing to another in pursuit of early Conrail locomotives. Two years later, his color slides began taking First Place ribbons in photography contests at model railroad conventions in Louisville, Kentucky,

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#1 Nov '92 - Cumbres stall; Lackawanna in 1957; UP's "drive-thru" diner.
#2 Feb '93 - Wrecks; South Shore expansion, Challenger on the Clinchfield.
#3 May '93 - X-2000 story; Maryland Scenic FAs; Pittsburgh trolleys; C.T.A.
#4 Aug '93 - Miniature Steam; Berea: I.C.E. development; Flood detours; Metrolink.
#5 Nov '93 - C&IM steam & Diesel; Pennsy steam; Gotham celebration; W&W.
#6 Feb '94 - Deep Freeze; NYC "jet" RDC test; KB&S; Coal Drag Duet; PRR diesels.
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#8 Aug '94 - California Zephyr tribute; Ski Train; 4449; Tehachapi Loop 1984.
#9 Nov '94 - E.B.T. Spectacular; Miller Tower; Gallitzin Tunnel; DD-40s; 4501.
#10 Feb '95 - St. Clair Tunnel Breakthrough; E-L memories; Farewell 1218 & 611.
#11 May '95 - C&TS Doubleheaded freight; Sand Patch; #819; BC Rail; "I think I can"
#12 Aug '95 - Frisco passenger; KCS; Cigar for Amtrak; Industrial RRs; 610, 587.
#13 Nov '95 - FL-9 cab ride; Turbo to the ballgame; Algoma Central Fs; 261 on B&P; W&LE Operation Lifesaver; Puget Sound; 4449 in the Cascades 1992.

Index notes accompany each tape.

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and Dayton, Ohio. His photographic work has won numerous awards since then.

Currently, Brad works as a photo lab technician and a freelance photographer for a regional music magazine. Brad's other hobbies include collecting old soda bottles and out-of-circulation Cincinnati-based brewery cans and bottles. Brad's favorite hobby other than railroading is collecting named street bricks or "pavers." Brad is an active member of the International Brick Collector's Association (IBCA).

Living in the Midwest, Brad quite naturally shoots a lot of railroading in the flatlands, but he also likes to take to the mountains whenever he can. His preference is the former Louisville & Nashville lines in the Appalachian areas of Kentucky and Tennessee, but he has travelled from Connecticut to California and from Florida to Minnesota. Brad's railroad preference is not locked into the large Class 1 roads; he enjoys regionals and short lines, as well.

For equipment, Brad uses three Pentax MX 35mm cameras with 50mm f1.7 or 50mm f1.4 lenses. Other lenses Brad uses for variety include a Pentax 17mm fisheye f3.5, Pentax 35mm f2.8, Pentax 135mm f3.5 telephoto and a Vivitar 70-200mm f4 zoom. Supporting the camera collection is a Bogen 3021 tripod with a 3029 pan-tilt head. Two Regency scanners, a programmable hand-held HX1500 with 55 channels and a programmable mobile base station M100 unit with ten channels, also help him track down the trains.

For color film, Brad prefers Kodachrome 64, processed by Kodak Premium Processing. For black and white film, Brad uses Kodak's Plus-X processed in D76 and Kodak's T-Max 100, also processed in D76.

Brad loves to share his photos with others and will give slide programs at local clubs, as well as submit photos for publication. Occasionally, he coordinates his favorite slides with music and a two-projector dissolve unit. Brad used a similar process to present a multi-media, dual projection show at two EastRAIL exhibitions, in 1992 and 1994. He is vice president of a railfan club in Dayton, Ohio, called the Miami Valley Railfans, and he is an active member of the L&N Historical Society. Brad enjoys looking at the photographic work of others, and he learns from their ideas, successes and failures.

Although Brad has had several photo submissions, this essay on the Great Miami Railway is his first literary contribution to R&R. Brad and his wife Karen share a house with their four cats in Fairfield, Ohio, a quiet suburb nestled between the busy CSX tracks from Cincinnati and Hamilton, Ohio.

Clive Foss

The author of this month's piece on the Hershey operations in Cuba was born in England, came to this country when he was a child and grew up in southern California. As a teenager in the 1950s, he enjoyed exploring the Los Angeles streetcar lines and the Pacific Electric. He wrote his first article on a railroad subject when he was 16 and a member of the San Diego Railway Historical Society; this month's article is his second.

In the meantime, Clive studied ancient languages and history and is now professor of history at the University of Massachusetts, Boston. His current research, on dictators and dictatorship, takes [illegible] to unusual places, where he also looks for interesting electric railroads. He travelled to Cuba with Global Exchange, a group in San Francisco that arranges extremely informative (and perfectly legal) trips. Clive is a member of the Electric Railroaders Association and the Orange Empire Railway Museum.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Stacks on the Middle Division," from Big "E" Productions, P.O. Box 75, Greenland, NH 03840; 800/832-1228 or 603/430-3055, is, indeed, a different approach to rail video. The producers took their Hi8 video camera and plopped it down in one spot on one of the busiest main lines in America for a 24-hour period. The location? Conrail's former-Pennsy "Middle Division" between Harrisburg and Altoona — specifically Newport, just a few miles west of Duncannon and Harrisburg. Big "E" shows you every car of every train in a 24-hour period; some eastward, some westward — night trains, too — and the camera changed locations once, when it moved about a mile westward to a different curve. That's about it for imagery — same spot, different train — but what's most impressive is the amount of information that accompanies each train. Symbols, originations and destinations, car types, traffic and trends and so on, are presented in a most informative manner. The tape is current enough to include doublestacks, which have been running only since September 6, 1995, plus many of the trains that were routed from other lines onto the now-high-clearance Pennsy. I'll bet that even Conrail employees and train crews will pick up some knowledge about their own railroad after hearing the narration. While the camera work doesn't always have the polish of a network shooter, the Hi8 footage is edited in BetaCam SP, and the quality is quite acceptable. In spite of the monotonous imagery, info-maniacs and folks interested in operations will love this show — it's the type of program that will be much sought after by historians many years from now (when the NS and CSX historical societies are trying to recall what it was their favorite railroad bought in 1996). 96 minutes, $29.95 plus $4.00 shipping (VHS only, VISA, MasterCard and Discover accepted).

Railfanning is:

Going to your local library and asking for Greg McDonnell's book on "U-boats" — and being referred to the nautical warfare section.

Building CN's St.Clair Tunnel

Two tapes from LTS Productions, 2810 Bennett Road, Okemos, MI 48864-2429; 517/332-5554, offer excellect docomentaries of the recent building of CN North America's new St. Clair River Tunnel connecting Port Huron, Michigan, with Sarnia, Ontario. This new 27-foot-in-diameter, 6000-foot-long bore was one of the major railroad building projects of the decade, and it was built with state-of-the-art methods and engineering using personnel from both U.S. and Canada.

Building the Tunnel is a 20-minute overview of the entire project, showing bits of each stage of building, tunneling, grading and the first trains through the tunnel, including cab footage on CN freights and also on board *Excalibore*. **Engineering Review** is a 40-minute program documenting the design, engineering and construction challenges of the tunnel, with more of an emphasis on technical items that other civil engineers would revel in. Both shows are excellent, although "Engineering..." often duplicates video and narration in "Building..." (but it does show the narrow gauge railroad laid in the tunnel before the standard gauge trains were using it!).

LTS Productions are the authorized documentary film makers for CN North American on this project, and the video quality and editing are top notch. While I would strongly recommend "Building the Tunnel" for most readers, both tapes are great companions to each other. "Building the Tunnel" sells for $15.95 postpaid; "Engineering Review" sells for $34.95 postpaid, and LTS is offering both tapes together for $46.95 (VISA and MasterCard accepted).

Feature Reviews

"U-Boat Survivors," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333 or 818/793-3400. VHS only, VISA, MasterCard, Discover or American Express accepted, 120 minutes, $49.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

This new offering from Pentrex focuses on General Electric's Universal Series Locomotives which are commonly referred to as "U-Boats." This tape, which is two hours long and recorded in stereo sound, features videos of these U-Boats shot in the 1990s, hence the "Survivors" tag within the program's title. The entire program features live video footage; there is no use of film with synchronized sound to illustrate each model. At first glance, that would seem to be an easy task, but in reality there is not a high survival rate for early GEs — there were very few rebuilds, and it is to Pentrex's credit that they found these units and other survivors to produce this video.

The structure of the tape is very much like a locomotive encyclopedia relative to the GE Universal Series, based on information taken from books and periodicals (the tape lists and gives them proper credit), illustrating each model and its variations in chronological production order. Each section begins with a still photo of the model to be covered and lists production dates with original purchasing roads and a total unit production roster. The still photos, mostly roster

Continued on page 20

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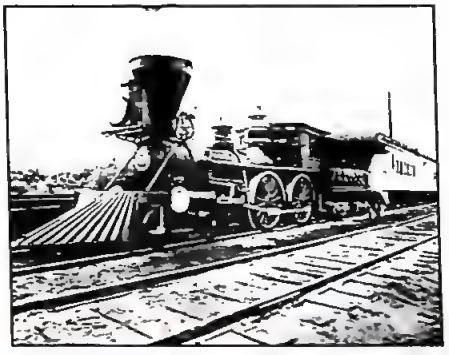

Photo courtesy of Big Shanty Museum, Kennsaw, GA

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All Aboard Santa Claus

It was a busy Christmas in 1995 for the Tri-State Chapter NRHS, based in northern New Jersey. Traditionally, Santa Claus comes to the town of Dover the Sunday after Thanksgiving by helicopter — and for the last couple of years by a regular NJ Transit commuter train. For 1995 the Dover Lions Club contacted Tri-State about having Santa come into town on November 26th aboard its Lackawanna baggage car 2038, which had been displayed in town earlier in the year. The Morristown & Erie Railway merrily agreed to make the necessary moves, and the NYS&W Technical & Historical Society brought their restored Susquehanna Budd RDC M-1 for short trips into nearby Wharton on the former CNJ/Dover & Rockaway branch line. The Dover Lions Club paid the bills, and Tri-State decorated the interior of its baggage car as Santa's workshop, complete with a proper red-and-green Railway Express Agency baggage wagon loaded with wrapped gifts and bags of Santa's mail. More than 400 people took the short M-1 ride, and at least that many kids visited Santa in the baggage car. Santa waved M&E Alco C424 18 into Dover with the baggage car and RDC M-1 in tow (**below**).

Santa Claus again appeared on December 9th (**above**) aboard Tri-State's annual Santa Train consisting of ten NJ Transit commuter coaches and Metro-North GP40FH-2 4186. Two round trips were run between Dover and Hackettstown, N.J., carrying more than 1500 people. Part of the train's decorations included magnetically naming the 4186 "*Rudolph Diesel*" for the day, playing on the obvious similarity between Rudolph the Red Nosed Reindeer and Rudolf Diesel, the man who in 1892 patented a compression-based internal combustion engine that today bears his name — M.D.

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Diesel in the Maritimes and Newfoundland

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Continued from page 17

views, are used to show carbody features and unit specifications. Pentrex does an excellent job of explaining all details, such as the Blomberg trucks on the Seaboard units and the Floating Bolster trucks on the L&N U23B's. Small spotting details like the number of engine doors on twelve and 16 cylinder models, even the small streamlined fairings found on early production runs of several models are illustrated. Radiator variations are illustrated as well as the carbody redesign on the U28B.

Coverage begins, obviously, with the U25B, the diesel with which GE entered the domestic market. Orange Empire Railway Museum's Southern Pacific U25B 3100 is seen switching passenger cars, and this sequence has a short cab ride. The crew smokes it up for the video crew, and this sequence nicely illustrates the eerie whining noise of the shaft driven large radiator cooling fan featured on the U-series (newer GE's removed this "parasitic function" to increase horsepower, and they replaced it with electrically powered apparatus).

Lake Superior & Ishpeming U25C 2501 covers this model, and since the video was shot, the 2501 was retired and put on permanent outdoor display. Ironically, its prime mover was removed and used to re-engine a U30C, which itself appears in a later segment of the tape. The U28B sequence features a gaggle of units on a Transkentucky Transportation Inc. (TTI) coal train which is really a sight and sound extravaganza. The Georgia Central and Nashville & Eastern represent the U30Bs. Coal hauler Squaw Creek shows off its pristine pair of U33C's, and if [illegible] are only good for lugging [illegible] the N[illegible] transit U34CH sequence [illegible] otherwise. Conrail rebuilt a number of U23B's for the Providence & Worcester, and also with several other railroads this model is well covered. Also on the P&W is a U18B (the 1801, a one-unit order), and this "pocket battleship" really puts on a great show. The Santa Fe U36C Cleburne rebuild "SF30C" program and GE's own Super-7 rebuild program are explained and illustrated in video. With the exception of the U28C and UP's U50s, there is a video segment of every U-Series model in action. Amtrak's P30CH locomotives are explained, but are not covered since by model designation they are not "U-Boats." The numerous video sequences feature a variety of action on tourist lines, museum operations and regional and Class I main line operations.

The sound track is one of the strong points of this video; the stereo really pumps out the thumping sound of the FDL engine's crankshaft. Many sequences were shot from overhead bridges, and by doing so the "stack talk" really jumps out. Most sequences feature pure GE consists.

The video work is Pentrex's usual proficient style, and there are no filler or dragged-out sequences. In many cases the units produce plumes of smoke (on cue?), a common trait between GE's Cooper Bessemer and Alco's MacIntosh-Seymour prime movers.

This tape will be enjoyed by fans young and old, and if you missed the era of the U-boats this program will give you a feel of what it was all about. Or you may just want to remember the "Good Old Days" before

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What's New?

Planning to visit the Joint Line and its hub cities of Denver and Pueblo? You'll want the **Central Colorado Railfan Guide** by David and Kenneth Moore. The five main chapters — each averaging ten pages or so — look at the Joint Line itself, and then deal individually with the Santa Fe, BN, SP and UP. These chapters involve highly detailed maps showing rail lines, sidings, adjacent roadways and more, plus schematic track diagrams and written descriptions of the routes and their key photo spots. There is also a table of radio frequencies and brief mentions of the region's Amtrak service, short lines, tourist operations and museums. Thanks to a sturdy ring binding, this 8½"×11" softcover can be folded open to any page and won't lose its place when laid on top of your car's dashboard or back seat. It sells for $20.00 postpaid from David W. Moore, 901 Angel Court, Cleburne, TX 76031.

With the Santa Fe now becoming part of BN, Donald Duke's new 288-page 8½"×11" hardcover **Santa Fe — The Railroad Gateway to the American West, Volume One,** will be a must for any fan of Chico's road. Its abundant text retells Santa Fe history from 1881 to the present, with emphasis on the steam and early diesel era. Most of the coverage is on southern California, with separate chapters for Cajon Pass, the Needles District, the Surf Line and the former Second and Third districts between Los Angeles and San Bernardino. Among the more than 455 illustrations (29 of them in color) are intriguing scenes like the roofs lining Cajon's Terrace Cut at the turn of the century, a 4-8-4 charging into Sullivan's Curve with stack extension raised, a pair of 2-10-2 helpers shoving freight out of Tunnel 1, Super Fleet Dash 8-40BW's at San Bernardino, aerials of the old and new yards at Barstow, three different bridges over the Arroyo Seco, the streamlined *El Capitan* passing the wig-wag and "gingerbread" station at South Pasadena and double-headed steam and PAs battling Miramar Grade. It sells for $59.95 from Golden West Books, P.O. Box 80250, San Marino, CA

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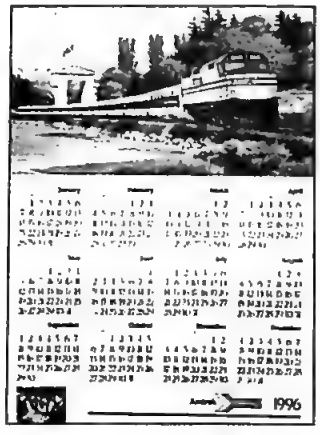

Calendar Call

Amtrak employee J. Craig Thorpe provided the handsome color artwork for the **Amtrak 1996 Calendar,** which still adheres to its familiar 23½"×33½" "year-at-a-glance" format. Thorpe, who is regularly assigned to the crew of Amtrak's new *Mt. Baker International,* painted a scene depicting the train's consist of Talgo Pendular cars gliding south along Puget Sound behind an F40PH. In the background stands the Peace Arch near the U.S.-Canadian border. The calendar sells for $5.00 postpaid from Amtrak Calendar, P.O. Box 7717, Itasca, IL 60143. Make check or money order payable to "Amtrak Calendar;" send no cash.

The compact **Salamanca Rail Museum 1996 Calendar** folds out to 8"×12" with historic black and white scenes relating primarily to western New York state like A-B-A Erie F's, a Rochester & Pittsburgh 2-8-0, an Erie Camelback, an NYC 2-8-2, a B&O 2-6-6-2, an aerial view of B&O's yard at East Salamanca and more. It sells for $4.00 postpaid from Salamanca Rail Museum, 170 Main Street, Salamanca, NY 14779.

This month's lineup of 11"×17" calendars starts with another photo study from western New York. Black and white pictures in the **Rochester Chapter NRHS 1996 Railroad Calendar** offer such variety as an NYC H12-44, a Rochester City & Brighton Railway horse-drawn car, Conrail freights on the Chicago Line behind SD50s and B23-7s, a B&O gas-electric car, a Bath & Hammonds-

port 2-6-0, Susquehanna SD45s leading D&H freight on the Southern Tier and Ontario Midland RS36 40 crossing over BM&R's Pennsy E8s at Newark, N.Y. It's available for $6.00 plus $3.00 shipping (N.Y. res. add 8% tax) from Rochester Chapter NRHS, P.O. Box 664, Rochester, NY 14603.

Also showcasing railroading in and around western New York is the **Niagara Frontier Chapter NRHS 1996 Calendar** with its black and white photos of a B&O 4-4-2, a Nickel Plate PA, an Erie gas-electric car, Coudersport & Port Allegany 4-4-0 No.6, Niagara Gorge Railroad open air Brill car No.7 and private car *Rapids*, an Erie 4-6-2, Bath & Hammondsport S1 No.4, a Lehigh Valley 2-8-2 and more. It sells for $7.00 postpaid from Niagara Frontier Chapter NRHS c/o Leonard Siwinski, 113 St. Felix Avenue, Cheektowaga, NY 14227.

The **Kansas City Southern Historical Society 1996 Calendar** has a color cover showing SD60s leading empty hoppers across the long pile trestle at Saint Charles Parish, Louisiana, and inside are black and white shots of more SD60s hustling grain in the snow, a brand new GP9 in 1959, private car *Bird in Hand*, an SW1500/slug set, a 2-10-4, a "snoot" SD40-2 and other KCS subjects. It sells for $5.00 postpaid from KCSHS, P.O. Box 5332, Shreveport, LA 71135-5332.

The **1996 Western Maryland Railway Historical Society Pictorial Calendar** features very nice color photos of a GP9 hauling coke at Port Covington, A-B-B-A F7s and a 2-10-0 at Hagerstown, RS3s in West Virginia, an SD40 and three F7s crossing the bridge at Ohio Pyle, an eastbound passing over a B&O freight at Keystone Viaduct and an F7 in the snow at Elkins. At the end of the year, there are bonus black and whites of work equipment, including two snowplows. It sells for $8.00 plus $1.50 shipping (Md. res. add 5% tax) from Western Maryland Railway Historical Society, 7304 Parkview Drive, Frederick, MD 21702-3642.

Black and white photography from the Sooner State illustrates the **1996 Oklahoma Historical Railroad Calendar**. Historical subjects include a Katy 2-8-2, a Rock Island 4-8-4, a Santa Fe 2-10-4 climbing through Quinlan with a 2-6-2 shoving, a pair of Frisco 4-6-2s, a streamlined 4-6-2 and so on. It's priced at $5.00 plus $1.50 shipping from Central Oklahoma Rail Club, 2936 Bella Vista, Midwest City, OK 73110.

Four from Morning Sun

The ongoing flow of 128-page 8½"×11" hardcover all-color pictorials from Morning Sun Books has brought us four new titles full of action photos and equipment views.

The Milwaukee Road in Color, Volume 1: The East End by William Raia starts at Chicago then wanders out into Indiana, Wisconsin and western Illinois with imagery dating from 1940 into the 1970s. There's a bit of steam, such as a "Baltic" 4-6-4 and Pacific 888, but most of the subjects are diesels of all makes and models. Among the notables are C-Liners at Bensenville, an RS1 and experimental fuel tender, Erie-builts in both Armour yellow and Milwaukee maroon, GP30s in snowplow service and A-B-B-A Fs on a unit ore train.

EL Color Guide to Freight and Passenger Equipment by Larry DeYoung runs the full range of Erie Lackawanna dining cars, sleepers, mail cars, milk cars, flats, gondolas, hoppers, boxcars, reefers, snowfighting equipment, wrecking cranes, cabooses, scale test cars, MofW machines and even tugboats and ferries. Within each category, pictures are grouped by class, number series, etc., and captions provide detailed descriptions of the features and use of each car. There are fun entries, too: ex-Erie and Lackawanna cabooses on the Wellsville, Addison & Galeton and Genesee & Wyoming; a 1964 Ford station wagon hi-railer and company house trailer 1534.

In similar fashion to the EL book, the **NP Color Guide to Freight and Passenger Equipment** by Todd Sullivan and **WM Color Guide to Freight and Passenger Equipment** by Jack and Barbara Rust Brown look at each class of passenger, freight and non-revenue rolling stock. Remarkable subjects in the NP book include the "Conditionaire" center flow hoppers which had urethane foam exterior coatings and refrigeration units to safely transport potatoes, four pages of "Pig Palace" livestock cars, three styles of woodchip cars and auxiliary steam heater car H-4. Deserving special mention in the Western Maryland book are seven pages of WM piggyback trailers, hirailers created from a Volkswagen bus and a 1952 Dodge Sierra Wagon (the latter custom-built by Chrysler complete with large, spoked wheels), woodchip hoppers and ten pages of MofW equipment and wrecking cranes.

These four books sell for $49.95 each plus $3.50 shipping (N.J. res. add 6% tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Be sure to include your street address for delivery.

Diesel Books from TLC

Two new 8½"×11" hardcovers from TLC Publishing deal with motive power from two different railroads. **New York Central System Diesel Locomotives** by William Edson, H.L. Vail, Jr. and C.M. Smith (226 pages, $29.95) serves up 250 photos (19 in color), side view drawings and rosters for NYC units from the early Alco/GE/Ingersoll-Rand boxcabs to Alco C430s. Up front there's a discussion of the NYC diesel fleet and a listing of units owned from 1928 to 1968, and in the back are painting and lettering diagrams for seven different models.

On a more contemporary note, **Norfolk Southern Diesel Locomotives** by Chris Toth (112 pages, $19.95) opens with separate rosters for N&W and Southern motive power as of 1982 followed by tables for post-merger renumberings and the NS fleet as of 1995. The bulk of the book then covers NS diesels one model at a time, with fact-filled text accompanied by scale drawings and a mix of black and white photos that capture engines in action or focus close on external details. After a handful of lettering diagrams, there are 16 pages of vivid color imagery, highlights of which include lone GP60s pulling Triple Crown RoadRailers across the Ohio River and over the double-tracked summit of Erlanger Hill, Southern-liveried GP59 4610 at Spencer and a combination doublestack/conventional freight led through curvy, hilly country in Tennessee by a C39-8 wearing safety yellow on its plow.

The NYC and NS books are available at the prices shown above, plus $4.00 shipping, from TLC Publishing, Route 4, Box 154, Lynchburg, VA 24503-9711.

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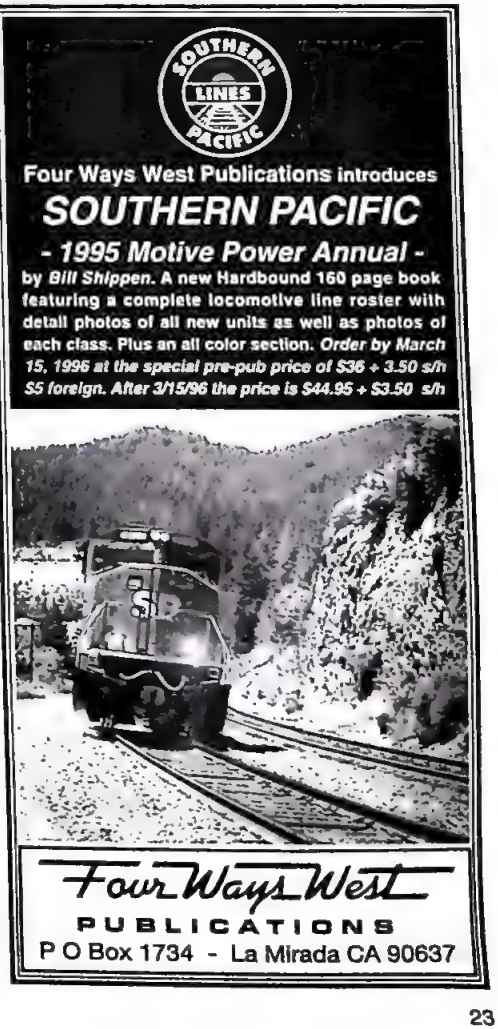
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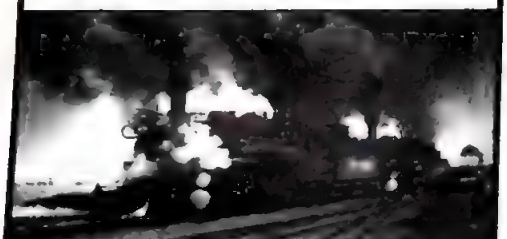

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Book Reviews

Canadian National Railways Passenger Equipment 1867- 1992, by Gay Lepkey and Brian West, published by Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ont. K1N 8V1; 353 8½"×11" pages, hardcover, $59.95 plus $7.00 shipping ($69.95 plus $7.00 shipping plus 7% GST in Canada; $69.95 plus $21.00 shipping elsewhere).

This new book is primarily an annotated roster of passenger cars owned by the Canadian National Railways, its predecessors and subsidiary companies dating from 1867 to 1992. The CNR was formed between 1919 and 1923 from four major railroads: Canadian Northern, Canadian Government Railways, Grand Trunk Pacific and Grand Trunk. Later, the Newfoundland Railway and the Central Vermont were added. All of these had been, in turn, formed by many smaller lines. Predecessors of the main CNR component railways included the Intercolonial, Great Western, Canada Atlantic, Central Ontario, and on and on. It has been said that the CNR consists of the remains of well over 200 railroads in Canada and the United States. As each railroad was acquired, its passenger equipment was absorbed into the heterogeneous CN fleet, hence a great variety of passenger cars was operated over the years. The CNR also built much new equipment to replace obsolete and worn-out inherited cars.

This book is based on an unpublished roster prepared over many years by railway historian Andrew Merrilees from numerous official railroad sources, and these sources are listed. The roster has been computerized, edited and extended to 1992 by Gay Lepkey and Brian West. An introduction by the late Andrew Merrilees provides a very brief overview of the various component railroads.

All common types of passenger cars are listed, including coaches, sleepers, diners, observations, and business, parlor, baggage, express and mail cars. In addition, all the less common car types are included, such as gas-electrics, oil-electrics, storage-battery, RDC's, multiple-unit electric commuter, steam heater, colonist, mountain observation, dome, milk and stockmans cars. The modern cars of VIA, Tempo and Turbo trains are also included.

The roster includes cars of predecessors that were scrapped before the amalgamation of the CNR and therefore were never actually CN cars.

A pictorial section, in the center of the book, contains 240 black and white photos in approximately 3"×6" size and three per page. The photo selection shows a good representation of car types and eras. The photo reproduction is good. Also included are 144 official CN car diagrams showing side, end and interior plan views with basic dimensions. Fourteen pages of text augment the roster, which occupies most of the 353 pages.

Each car is listed with detailed information, including in most cases: builder, date built, lot number, physical description, technical data, subsequent renumbering, rebuilding, date and place of final disposition. Car entries are cross referenced by road number, name and car type. An alphabetical list of named cars is included.

A coding system was used to abbreviate the extensive, detailed data for each car. A user's guide and list of the of abbreviations and acronyms explain the coding system.

The appendices include: a discussion of the sources listed, a list of 93 builders of CN cars, the assignment of business cars at eight dates, painting and lettering schemes, a list of other railroad's named cars that the CN acquired and a bibliography.

The table of contents is at a high level and does not provide page locations of the many car types. Some readers may want to write their own more detailed table of contents to enable specific data to be referenced more quickly. No index is provided. Several minor typos were noticed, which are insignificant considering the huge volume of statistical data.

A few interesting facts: of 128 business cars, nine different cars carried the name *Bonaventure*. CN cars were built by at least 93 different builders; 1109 cars were named from *Aberdeen* to *Zephyr*. The Grand Trunk built 38 cars for the Pullman Company in its Montreal car shops. Over the years, CN acquired more than 428 cars from the Pullman Company and 75 from the New York Central. The CN operated 104 steam heater cars to heat its fleet during the those cold Canadian winter months.

This colossal reference book will be a valued reference source for years to come for those with an interest in passenger cars, especially Canadian National passenger cars — JOHN RIDDELL.

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BY JIM BOYD

Slide Films: Kodak and Fuji

GUEST COLUMNIST: MIKE DEL VECCHIO

Is Kodachrome slipping from grace among railfan slide shooters? That's a good question. Our reader polls of just a few years ago indicated that about 90% of those who take photos use slide film, and that almost four-fifths of them use Kodachrome, that consistent bringer of true and accurate and bright color with proven stability of its color dyes — 50-year-old Kodachromes still retain their bright colors today. But more and more photo credits in these pages seem to carry the names of other films and types, mostly Fuji's ISO 50 Velvia and ISO 100 Provia. And around 1993, even the Image Bank in New York — one of the largest and most respected commercial stock photo supply houses — bumped the long established Kodachrome 25 from the top of their list of preferred films in favor of Fuji.

We've heard rumors for years from the photographic community that Kodak will shortly discontinue Kodachrome slide film and has stopped further refinement and improvements to the Kodachrome emulsion and the K-14 process. But Kodak spokespeople ardently deny any such talk, and Kodak employees "off the record" say that they've heard nothing of that sort being bantered about those hallowed halls in Rochester. But, Kodak and camera stores keep promoting news of new Ektachrome types to us Kodachrome users — most annoying. And photographers and contributors who buy film in bulk say that Kodachrome is getting harder to find and that stocking quantities in the big city stores is dropping.

And, to make matters worse, contemporary Kodachromes don't seem to have the color and punch of slides shot a decade ago. Case-in-point: contributor Tom Kelcec showed a few carrousels of 1970s-era Lehigh Valley slides at a recent Tri-State Chapter NRHS meeting, and the colors were stunning, even on those filthy "white elephant" Alco C628s and yellow-and-gray C420s. Discussions with other Kodachrome-only shooters resulted in similar comments.

Like it or not — and I don't — perhaps it's time to start considering alternatives to Kodachrome. Over the past several months, I've been trying the better E-6 films and would like to share some observations.

Kodachrome

Available in ISO speeds of 25, 64 or 200, Kodachrome is still the standard of the hobby. While the ISO 25 film has accurate, brighter colors and a smoother and smaller grain pattern than the ISO 64 version, the qualities of the faster counterparts are plenty acceptable for their ISO ratings. Kodachrome films react best and give the brightest colors in direct sunlight — read, crystal clear skies — and Kodachrome films offer stunning results when setting sunlight glints directly off a subject. Kodachrome's color reproduction, especially that of the ISO 25 version, is regarded as the most accurate, even compared to color negative films. Kodachrome is contrasty, which when exposed properly in the highlights offers little detail in the shadow areas.

When used in hazy or cloudy sunlight, Kodachrome's color rendition falls a bit flat, and in full shadows or heavy clouds there is no color "snap" at all. Kodachrome is also very unforgiving in the highlights; a slightly overexposed frame, especially in the snow, is often unpresentable when shown in a series of properly exposed frames. Overall, the color palette of Kodachrome is only slightly warm, a trait less noticeable in the slower ISO ratings and shorter exposures. Kodachrome gets noticeably warmer during exposures of more than ten or 20 seconds. Kodachrome 200 has fine grain only when the subject is brightly lit, or the emulsion is "saturated" with color. In areas not saturated, K200's grain is quite pronounced, and its palette shifts heavily to the red on longer exposures.

Fuji Velvia

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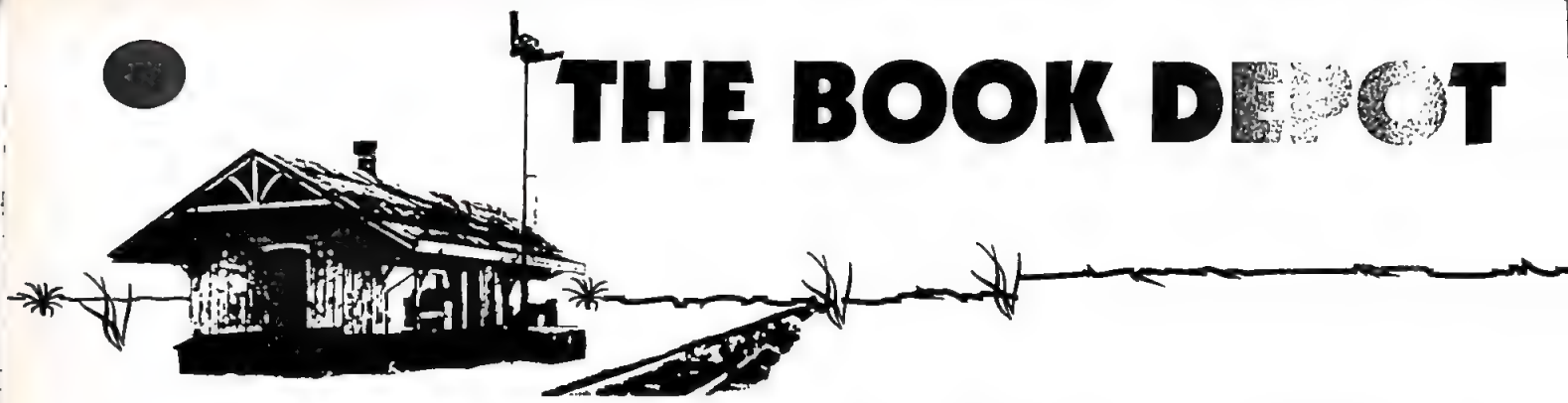

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almost invisible grain pattern and very sharp images with bright, almost unbelievable color rendition. The reason for the sharpness is that the emulsion uses thinner, more concentrated color dye layers on a thinner base.

When Velvia was first introduced in the early 1990s, its color emulsion was a bit unstable in that rolls from various batches would differ significantly. Recently, this has not been a problem.

I've found that Velvia actually exaggerates colors. In bright, sunny weather the skies are almost purple, yellows are very yellow, and reds seem to be on a separate sheet of film. Since it exaggerates colors, scenes shot during the "red hours" — the very first or last hour of sunlight in any day — are heavily influenced by the more-orange sun. However, I have found Velvia most useful on rainy days or under heavy clouds. The exaggerated greens, grays and browns and sharp rendition actually produce a slide that looks very real.

Also — very important — Velvia needs to be overexposed for best results. Successful Velvia shooters with automatic cameras like Les MacDonald, Steve Schmollinger and Doug Bailey say they shoot Velvia at ISO 40 (from its rated ISO 50), and my own experiences — with a few manual Nikon bodies — find that shooting a third to a half a stop open depending on subject is best.

Since Velvia is an "E6"-processed film, it is naturally less contrasty than Kodachrome, and I have found it quite forgiving in the highlights while offering plenty of detail in the shadows. Velvia is also quite good if shot and processed at ISO 100, but this requires special handling by the processor for an extra fee, $1.80 per roll from Kodak Premium Processing. With time exposures of more than 20 seconds, or so, Velvia picks up a strong yellow element in the existing light. Velvia's biggest shortcoming is the way it handles flesh tones: Caucasian folks, either lit by the sun or by electronic strobe, always have a rosy tone, as if just coming in from the sunny beach.

Fuji Provia

This ISO 100 slide film also offers very sharp images and very fine and smooth grain pattern, but it doesn't exaggerate colors nearly as much as the Velvia. Provia does have it's own "look," as bright blue skies are slightly more so on Provia than Kodachrome, and Provia's general palette is on the cool side. Provia's overall rendition is bright with only slightly exaggerated colors which, in anything less than crystal clear and direct sunlight, is most welcome and actually improves the image. Like Velvia, Provia during lengthy exposures picks up a yellow element in the existing light. Provia performs quite well shot and processed at ISO 200 (see the Conrail photo on page 3), but not so well "pushed" two stops; shot and processed at ISO 400. And also like Velvia, Provia looks best overexposed slightly. Set your automatic cameras for ISO 80, or give it an extra third to a half stop with a manual camera. Provia handles flesh tones much better than Velvia, but not as well as Kodachrome or Lumiere.

Fuji Sensia

This E6 slide film is available in both ISO 100 and 200 versions, and it uses the same fine grain structure and thin dye layers as Fuji's Velvia and Provia siblings. We're not sure exactly what the difference is with Sensia. Photographers [illegible] shoot it [illegible] that it has similar properties to the Provia, and that it's intended more for amateur customers (whatever that means). None of the R&R staffers have tried this film, though we've received contributed photos on it, and the Sensia slides seem plenty acceptable for showing or publication. We don't know now this film acts if push processed.

Kodak Lumiere 100

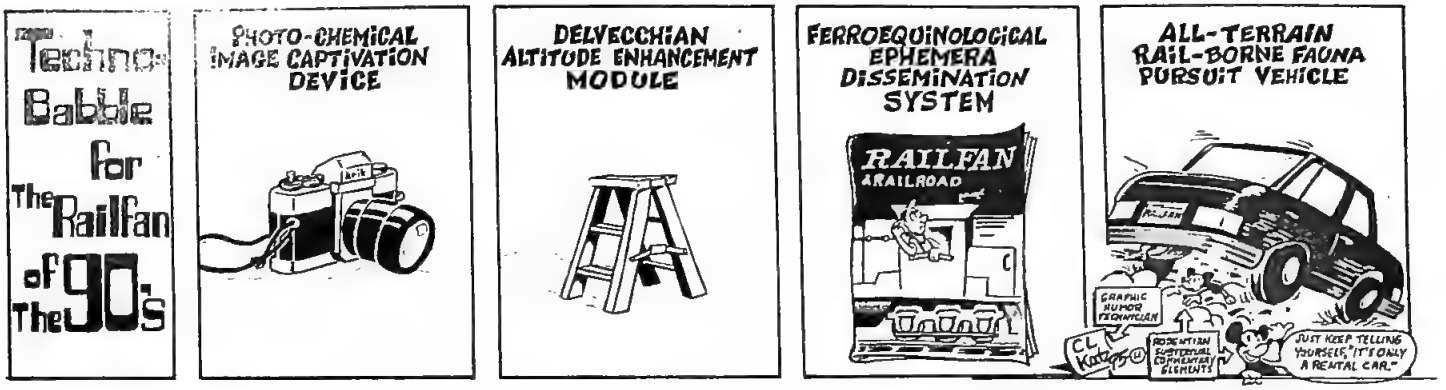
The Lumiere films are, so far, Kodak's response to the rising image quality of the Fuji slide films and also to customer gripes about the blatant blue palette of standard Ektachrome. Lumiere is an Ektachrome film that features Kodak's sharpest E6 emulsion to date, and it has a warmer color balance for truer hues than the previous Ektachrome. Lumiere comes in a "100x" version which has an even warmer balance for "... the best ..." flesh tones. I found Lumiere to be the sharpest Ektachrome yet, with a smooth grain pattern, but not as sharp as the Velvia and Provia emulsions above (as viewed with a professional glass loupe, but I'm really nit-picking, here).

The color rendition is bright, with some exaggeration of certain colors, but the warmer color balance, to me, doesn't fix everything. My most recent roll of Lumiere 100x was shot at the Whippany Railroad Museum on a December day that ranged from bright sunlight to overcast. The reds of the Morristown & Erie Alcos and Santa's suit were good, as were the flesh tones in sunlight and the other basic colors. But the browns of the trees seemed too much so and almost drab, like those of an old and fading Ektachrome, and the brown hues made the color of a Pullman green DL&W baggage car look more like the brown of a UPS truck. I would say that none of the colors were overly exaggerated, and of the bracketed exposures the slightly brighter ones looked the truest in terms of color, so an ISO 80 camera setting is recommended here, also.

Lumiere is particularly good in the reds and with flesh tones. In its overall look and sharpness, I wasn't happy with Lumiere. Ektachromes traditionally shift toward the blue or yellow during lengthy exposures, though I didn't get a chance to try Lumiere at night.

A note about reciprocity failure

The tendency for slide and negative/print films to shift during long exposures is called "reciprocity failure." The different color layers and dyes of any film react to light at different rates, and film manufactures design their films so that the different dyes produce accurate overall colors during the most often used exposures, usually 1/30th of a second or faster. Both Kodak and Fuji say that reciprocity failure on their slide films begins to occur on exposures longer than 1/10th of a second, and at that exposure the visual effect would be very slight. But on exposures of 30 seconds or longer, one or more of the color dyes may dominate the others. Kodachrome 200, for example, shifts very much to the red on long exposures, and the Fuji films shift toward the yellow. For most railroad night shots, reciprocity failure usually affects only the existing light since, while the shutter may be open for minutes, the flash bursts only last between 1/30th and 1/1000th of a second, depending on source and duration. Gas-filled floodlights illuminating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most railroad yards, while they look white or orange to human eyes, in actuality don't produce a full spectrum of color like the sun does. However, you will find with most floodlights that when photographed with shorter shutter open times, they will actually look very close to what the human eye sees. It's the long exposures that shift most floodlights toward the green side of the spectrum.

Stability

One of the biggest concerns about slide film has been color stability. Most slides shot on Ektachrome, Agfachrome, Anscochrome, et. al., more than 25 years ago have faded into rosy oblivion today, while I've seen Kodachromes taken as early as 1939 that still retain good, believable color.

But E6 films have been improving in that regard. Dan Kohuth, owner of Image Masters, Inc., in Randolph, N.J., one of the better custom color labs in R&R's tri-state area, said that in last several years, the Kodak and Fuji E6 films have "greatly improved color stabilization systems," adding that both companies are proud but secretive about this chemistry that affects the way the different color layers adhere to each other. Dan feels that today's Ekta-chromes and Fujichromes should last 50 to 75 years depending on storage methods (slides should always be kept as dry, cool and dark as possible). Dan also said that the color emulsion coatings on paper and transparency film are very similar, and that Fuji is currently superior in terms of longevity and permanence of color.

Dan has been less optimistic lately about the color and longevity of Kodachrome films, stating that less of his customers are using it these days, adding that "the Kodachrome process works best with great volumes ... to keep the chemistry stirred up and fresh." Apparently, Kodak's recent consolidation of facilities that process Kodachrome is actually better for the Kodachrome users, and Dan mentioned that this lack of volume may contribute to the recent color quandaries with Kodachrome.

Film Aging

Of course, seeing good color balance in your slides 50 years from now is easier if your slides have a good color balance to begin with. All color dyes in slide film shift in time before they are exposed and processed. Fresh film manufactured only days ago looks different when developed than film made two years ago. Most film is made with expiration dates two to three years in advance, and emulsion aging is slowed down by refrigeration and virtually stopped by freezing. Kodak and Fuji films reach their peak color when shot within a year from their expiration date. Bulk film buyers are wise to keep their film at room temperature until it's "ripe" and then shoot it. Outdated film often has a pink cast, while very fresh film tends to shift toward the greens. If you don't like playing "dating games" with your film purchases, Kodak films come in a professional version which, for only a modest increase in price, is aged at the factory for peak color and is kept refrigerated at your camera store.

Conclusions

After more than a year of trying these different films in all kinds of lighting and conditions, I consider myself no longer an all-Kodachrome shooter. What I've been doing of late is to use the Kodachrome where it works the best — in perfect weather, direct lighting and for night shots where possible (no one likes to change film midway through a roll).

When the sun is doing the cloud slalom, or during midday summer sun, haze or "cloudy and bright" conditions, I've been favoring the Provia, sometimes pushed to ISO 200, if needed (I like Provia better than Sensia). And when it's raining, dark or dreary, I prefer the Velvia, and more often than not I'll push that to ISO 100 for the extra f-stop. I wasn't impressed with Lumiere, and if that were the only alternative to Kodachrome, I'd stick with Kodachrome.

More than two years ago editor Boyd switched to Velvia almost exclusively. In response to its tendency to exaggerate colors, he boldly admits "I've had thirty years of accuracy, and I'm ready for some fantasy. Velvia gives me the world as I'd like it to be."

During a Christmas gathering a year ago, Tom Kelcec was showing slides comparing Kodachrome, Velvia and Lumiere taken during a trip to see the blazing yellow Aspens of northern New Mexico with three cameras taking the same scene, often with the very same lens. Kodachrome and Velvia were the hands-down winners in every case. Kodachrome was tops in full bright sunlight owing to Velvia's hyper-color, but Velvia prevailed when the light wasn't perfect.

If there was one film for overall use other than Kodachrome, I'd say it's either the Fuji Provia or Kodak Lumiere, depending on which you like better. But do try them both, and Velvia, too.

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On the Menu

BY JAMES D. PORTERFIELD

A Different Kind of Railfanning

Did you see it on page 27 of the December 1995 issue? It was the third item down in TIMETABLE. In case you didn't, it read: "Gaithersburg, Maryland, November 5. 19th Annual Gaithersburg Railroad & Transportation Artifacts Show at the Montgomery County Fairgrounds, 10:00 a.m.-5:00 p.m. Admission $6, under 12 free."

Now that was quite an understatement. One little entry among a hundreds like it, and it described perhaps the largest railroadiana show and sale of the year. So big, in fact, that things sort of lead up to it; kind of like football events that lead up to the Super Bowl. It spreads among four buildings and offers more than 650 tables with nearly as many dealers, most of them offering railroad paraphernalia.

And what a fascinating event these shows are for anyone interested in railroading. They offer an open window on railroad history, accessible in a way railroad museums cannot be as you can reach out and touch almost any artifact. And dining car history, of course, is central, with displays of menus, china, silver flat- and holloware, plus pencils, paper napkins, cardboard ash trays and other "disposables" (the kind of things that railroad managers hoped would be stolen as mementos instead of pieces of china and eating utensils).

But there's a whole lot more. Something for everyone, from tiny Huntington & Broad Top Mountain Railroad & Coal Co. storage stamps to 300-pound railroad crossing signs, to printer's engraving plates of the Cotton Belt logo, to matchbook covers, books, locomotive builder's plates, headlights, timetables, schedules, sugar cubes, stirring sticks and sheet music for Percy Wenrich's 1905 ditty *The Chicago Express Two-Step March*. And these things are in every price range, from herald-marked pencils at 50 cents each to two of Southern Pacific's souvenir Mission Plates (part of a larger set) that actually sold for $1,500 each (another dealer had two St. Louis Southwestern service plates priced at $1,500 each, but he took them back home).

There were things for lantern collectors, badge collectors, watch collectors and even telegraph collectors. And there were even items for the airplane, bus, highway and steamship collectors, too. Dealers in these other (some would say "lesser") modes of transportation report that they are not hassled by the overwhelmingly railfan attendees and exhibitors. As one airline dealer observed, "Without our industry, there wouldn't be any railroad collectibles — the trains would still predominate."

Joe Mazanek, Secretary of the Railroadiana Collectors Association Inc., reports that only two other RCA shows come close to Gaithersburg in size: Glen Ellyn, Illinois, in March with 400-plus tables, and St. Charles, Illinois (Chicago), in June with 500-plus tables. "There are another six shows each year with a hundred or more tables," Joe says. "The fifteen or twenty smaller local shows, with maybe as many as 50 tables, completes our year." If the flyers on a table near the entrance are any indication, those numbers are growing. Most shows can be found in R&R's TIMETABLE column. Or better yet, join the RCAI for $20 (address below), receive their excellent 32-page quarterly glossy *Express*, and be kept well informed on the events and merchandise in this interesting field.

In addition, most all of the Chapters of the National Railway Historical Society run railroadiana "sell and swaps" as fund raisers, and these shows range anywere from 50 to 200 tables of rail related stuff. And the profits from the NRHS Chapter shows goes directly toward that Chapter's efforts, usually restoring a piece of railroad equipment, or a depot, or whatever else that Chapter has adopted as a pet project.

If you've never been to a railroadiana show, or if you want to go to your next one determined to make some sound purchases, Joe suggests you look at dealer ads in the railroad magazines and order the catalogs

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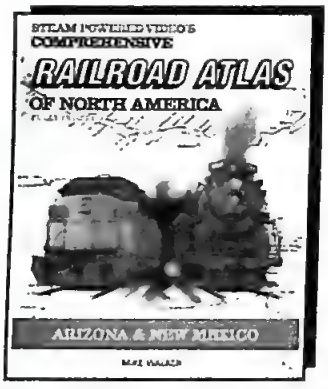

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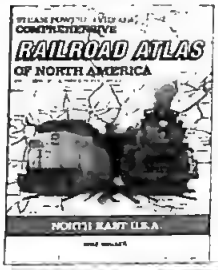

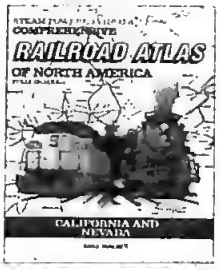

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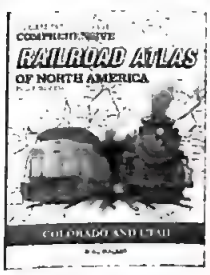

and price lists some of these dealers offer, "that way you have some knowledge of what's out there and can form an opinion of what it costs." (Note: Mail order prices range between 5% and 20% more than show prices because of the cost to the dealer of doing business that way, and because the buyer doesn't have an opportunity to "shop around" like at a show.) Knowing what is a reasonable price is important. I once saw two copies of one item, in only slightly different condition, priced at $4.00 and $95.00 respectively. Buyer beware.

Other tips for getting the most out of your shopping experience include:

1. Take a note pad and, if possible, get a map of the dealer tables when you enter. Then note locations, prices and condition of the items that interest you. Often you'll find several of the more common items, in varying conditions, with different dealers. When you are ready to buy, you'll know what to offer.

2. Be prepared to haggle. One veteran collector suggests you start by offering ten percent less than the dealer is asking or, if your notes justify it, an even greater discount. Do the same if you plan to purchase more than one item from the same dealer. Or ask, "What's your best price on this?" Finally, if you want to risk the wait, as closing time approaches go back to a dealer who turned down your earlier offer and try your offer again, to "save you from having to pack it up." At the Gaithersburg show, I wound up buying five items for a total of what the asking price was for three of them (and I hate to haggle). I came away very happy with my bargains, and I presume that the dealers were able to profit as well.

3. Research your area of interest. Know what kinds of things are available, how rare they are, and what and how they were used.

Depending on your collectible interest, one or more of the following books can help to inform your decisions and guide your purchases:

Dining on Rails: An Encyclopedia of Railroad China by Richard Luckin, an easy-to-use guide to 866 patterns of railroad china, serves up more than 1300 photographs, and includes advice on spotting reproductions ($49.95 plus $5.50 shipping & handling from RK Publishing, 621 Cascade Court, Golden, CO 80403-1581).

Silver at Your Service: A Collector's Guide to Railroad Dining Car Flatware patterns, by Art Dominy and Rudy Morgenfruh, offers illustrations of over 200 railroad flatware patterns (eating utensils) and more ($32.50, $3.00 S&H from D&M Publishing, 2060 Balboa Avenue, Del Mar, CA 92014).

Silver Banquet II by Everett L. Maffett, a handbook of dining car silver holloware (serving pieces) ($40.00, $3.00 S&H from Silver Press, Box 184, Eaton, OH 45320).

Sparkling Crystal: A Collectors Guide to Railroad Glassware, covering all known drinking glassware used in American and Canadian dining and lounge car service between 1910 and 1989, was compiled by Larry R. Paul ($22.95, $2.50 S&H from RCAI, 795 Aspen, Buffalo Grove, IL 60089).

Even if you don't buy anything, going to a railroadiana show lets you meet new and interesting people, expands your enjoyment of railfanning and is generally a good time. See you in Glen Ellyn?

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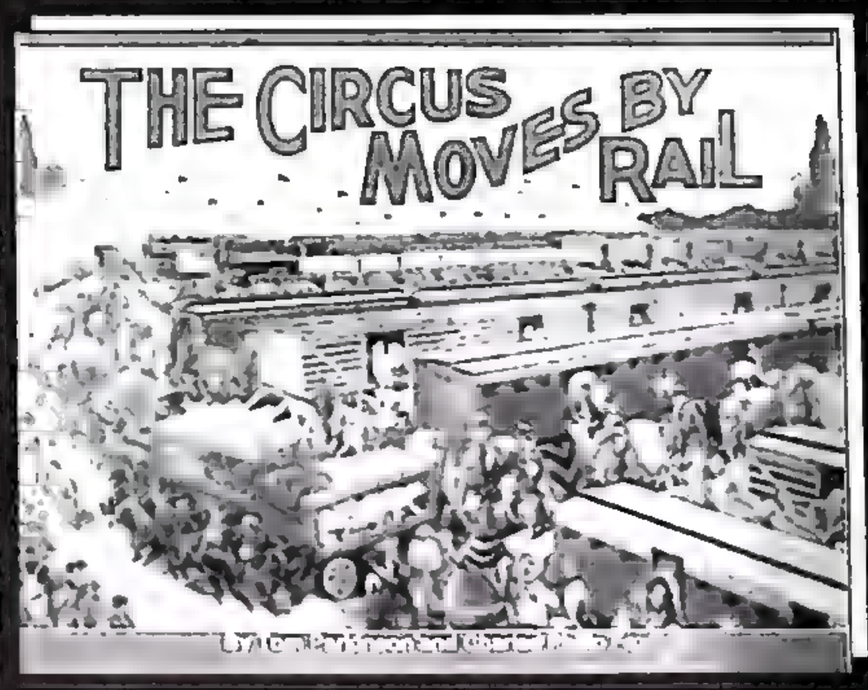

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On the Menu

BY JAMES D. PORTERFIELD

A Different Kind of Railfanning

Did you see it on page 27 of the December 1995 issue? It was the third item down in TIMETABLE. In case you didn't, it read: "Gaithersburg, Maryland, November 5. 19th Annual Gaithersburg Railroad & Transportation Artifacts Show at the Montgomery County Fairgrounds, 10:00 a.m.-5:00 p.m. Admission $6, under 12 free."

Now that was quite an understatement. One little entry among a hundreds like it, and it described perhaps the largest railroadiana show and sale of the year. So big, in fact, that things sort of lead up to it; kind of like football events that lead up to the Super Bowl. It spreads among four buildings and offers more than 650 tables with nearly as many dealers, most of them offering railroad paraphernalia.

And what a fascinating event these shows are for anyone interested in railroading. They offer an open window on railroad history, accessible in a way railroad museums cannot be as you can reach out and touch almost any artifact. And dining car history, of course, is central, with displays of menus, china, silver flat- and holloware, plus pencils, paper napkins, cardboard ash trays and other "disposables" (the kind of things that railroad managers hoped would be stolen as mementos instead of pieces of china and eating utensils).

But there's a whole lot more. Something for everyone, from tiny Huntington & Broad Top Mountain Railroad & Coal Co. storage stamps to 300-pound railroad crossing signs, to printer's engraving plates of the Cotton Belt logo, to matchbook covers, books, locomotive builder's plates, headlights, timetables, schedules, sugar cubes, stirring sticks and sheet music for Percy Wenrich's 1905 ditty *The Chicago Express Two-Step March*. And these things are in every price range, from herald-marked pencils at 50 cents each to two of Southern Pacific's souvenir Mission Plates (part of a larger set) that actually sold for $1,500 each (another dealer had two St. Louis Southwestern service plates priced at $1,500 each, but he took them back home).

There were things for lantern collectors, badge collectors, watch collectors and even telegraph collectors. And there were even items for the airplane, bus, highway and steamship collectors, too. Dealers in these other (some would say "lesser") modes of transportation report that they are not hassled by the overwhelmingly railfan attendees and exhibitors. As one airline dealer observed, "Without our industry, there wouldn't be any railroad collectibles — the trains would still predominate."

Joe Mazanek, Secretary of the Railroadiana Collectors Association Inc., reports that only two other RCA shows come close to Gaithersburg in size: Glen Ellyn, Illinois, in March with 400-plus tables, and St. Charles, Illinois (Chicago), in June with 500-plus tables. "There are another six shows each year with a hundred or more tables," Joe says. "The fifteen or twenty smaller local shows, with maybe as many as 50 tables, completes our year." If the flyers on a table near the entrance are any indication, those numbers are growing. Most shows can be found in R&R's TIMETABLE column. Or better yet, join the RCAI for $20 (address below), receive their excellent 32-page quarterly glossy *Express*, and be kept well informed on the events and merchandise in this interesting field.

In addition, most all of the Chapters of the National Railway Historical Society run railroadiana "sell and swaps" as fund raisers, and these shows range anywere from 50 to 200 tables of rail related stuff. And the profits from the NRHS Chapter shows goes directly toward that Chapter's efforts, usually restoring a piece of railroad equipment, or a depot, or whatever else that Chapter has adopted as a pet project.

If you've never been to a railroadiana show, or if you want to go to your next one determined to make some sound purchases, Joe suggests you look at dealer ads in the railroad magazines and order the catalogs

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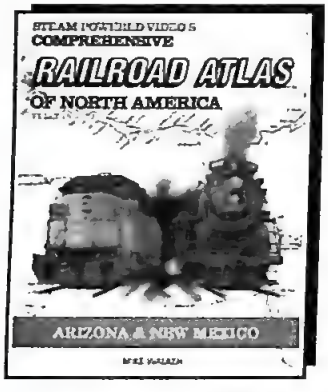

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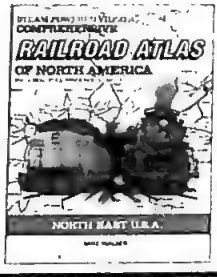

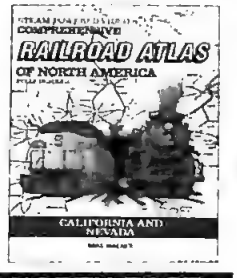

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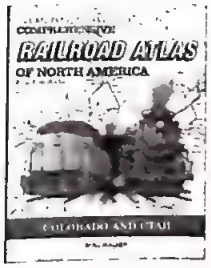

and price lists some of these dealers offer, "that way you have some knowledge of what's out there and can form an opinion of what it costs." (Note: Mail order prices range between 5% and 20% more than show prices because of the cost to the dealer of doing business that way, and because the buyer doesn't have an opportunity to "shop around" like at a show.) Knowing what is a reasonable price is important. I once saw two copies of one item, in only slightly different condition, priced at $4.00 and $95.00 respectively. Buyer beware.

Other tips for getting the most out of your shopping experience include:

1. Take a note pad and, if possible, get a map of the dealer tables when you enter. Then note locations, prices and condition of the items that interest you. Often you'll find several of the more common items, in varying conditions, with different dealers. When you are ready to buy, you'll know what to offer.

2. Be prepared to haggle. One veteran collector suggests you start by offering ten percent less than the dealer is asking or, if your notes justify it, an even greater discount. Do the same if you plan to purchase more than one item from the same dealer. Or ask, "What's your best price on this?" Finally, if you want to risk the wait, as closing time approaches go back to a dealer who turned down your earlier offer and try your offer again, to "save you from having to pack it up." At the Gaithersburg show, I wound up buying five items for a total of what the asking price was for three of them (and I hate to haggle). I came away very happy with my bargains, and I presume that the dealers were able to profit as well.

3. Research your area of interest. Know what kinds of things are available, how rare they are, and what and how they were used.

Depending on your collectible interest, one or more of the following books can help to inform your decisions and guide your purchases:

Dining on Rails: An Encyclopedia of Railroad China by Richard Luckin, an easy-to-use guide to 866 patterns of railroad china, serves up more than 1300 photographs, and includes advice on spotting reproductions ($49.95 plus $5.50 shipping & handling from RK Publishing, 621 Cascade Court, Golden, CO 80403-1581).

Silver at Your Service: A Collector's Guide to Railroad Dining Car Flatware patterns, by Art Dominy and Rudy Morgenfruh, offers illustrations of over 200 railroad flatware patterns (eating utensils) and more ($32.50, $3.00 S&H from D&M Publishing, 2060 Balboa Avenue, Del Mar, CA 92014).

Silver Banquet II by Everett L. Maffett, a handbook of dining car silver holloware (serving pieces) ($40.00, $3.00 S&H from Silver Press, Box 184, Eaton, OH 45320).

Sparkling Crystal: A Collectors Guide to Railroad Glassware, covering all known drinking glassware used in American and Canadian dining and lounge car service between 1910 and 1989, was compiled by Larry R. Paul ($22.95, $2.50 S&H from RCAI, 795 Aspen, Buffalo Grove, IL 60089).

Even if you don't buy anything, going to a railroadiana show lets you meet new and interesting people, expands your enjoyment of railfanning and is generally a good time. See you in Glen Ellyn?

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THE CIRCUS MOVES BY RAIL

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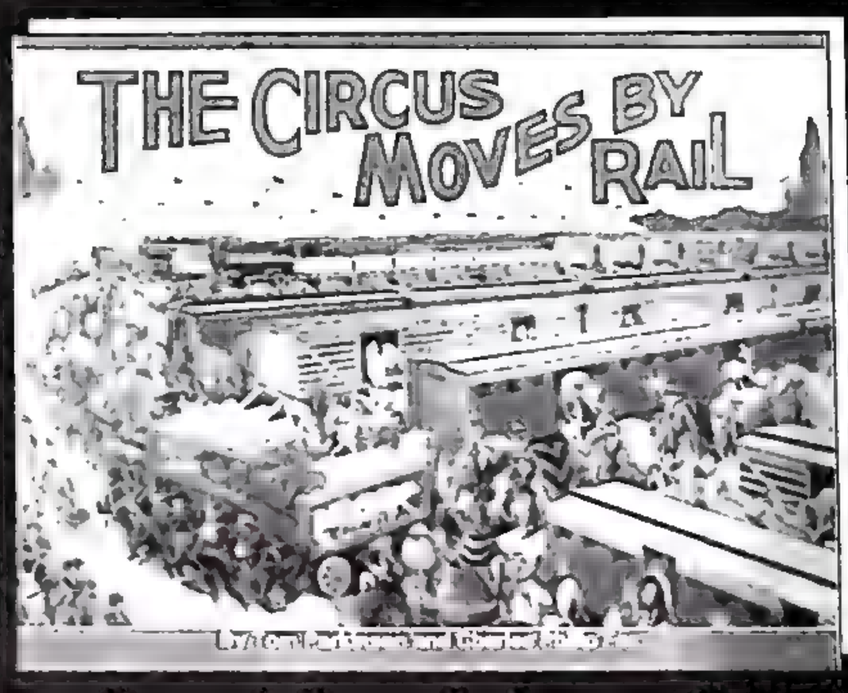

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THE *MARLBORO UNLIMITED* For years, "Come to Marlboro Country" has been the campaign theme for Marlboro cigarettes, made by Phillip Morris, Inc. Now, Phillip Morris wants to bring 2000 customers and 2000 guests, expenses paid, into Marlboro country aboard an 18-car custom built luxury train. The *Marlboro Unlimited* will operate each week during the summers of 1996 and 1997, and its five-day-and-night trips will run between Denver and Montana via Wyoming and Idaho — the specific locations and routings are firm, but Phillip Morris people were still keeping that information quiet at our late December press time. From various involved sources, we've determined the routing to be over Union Pacific north from Denver via Cheyenne and Pocatello, to Silver Bow, Mont., and then Montana Western to Garrison and onto Montana Rail Link over Mullan and Bozeman passes into the Billings, Montana, area. Routing variations could occur from trip to trip, and stops will be made each day for various activities, so the train will run mostly at night. We will publish firm routings and schedules as soon as Phillip Morris makes them available to the public. Running out of Denver through Moffat Tunnel on the Rio Grande was never a firm part of the equation.

"The Train" will consist of two HEP-equipped commuter F59PH's (page 3), a separate HEP power car as a back-up and 18 passenger cars that, as a trainset, will be like nothing previously on rails. The cars are being constructed at Rader Railcar in Denver, and these will be full super domes with western-decorated state rooms under the glass with private bathrooms. Features on the first floor of the various cars will include a spa car, complete with hot tubs and a massage room, plus two saloons, a dance club, cinema, library and casino with blackjack tables, and an observation car with a huge rear platform.

These dome cars measure 17'-6" tall — that's almost a foot taller than an Amtrak *Superliner* — and they are being built from a fleet of former-SP bi-level commute cars purchased by Rader years ago, and some from the former-Trancisco Tours fleet which Rader purchased from BN. The Marlboro cars are new from the center sill up, retaining virtually nothing from their former bodies or machinery. As of December 1995, both locomotives, 0001 and 0002, had been completed and shipped to EMD's LaGrange facility for testing and staging, and several, but not all, of the passenger cars were completed by Rader. While the train is scheduled to begin running during the summer of 1996, Phillip Morris may send one locomotive and some of the cars on a press tour around the United States beginning in April. The formal media kick-off is being planned for the New York City area, and possibly for Chicago, since the locomotives are already there.

"The Trip" itself should also be spectacular, in that during each of the five days on the road, passengers can participate in organized white water rafting, horseback riding, hot air ballooning and other outdoor activities, including country music concerts with name brand artists and rodeos for each trip. Passengers can participate or remain on the train.

To ride the train, fill out an entry blank available at Marlboro cigarette dealers. No purchase is necessary, and entries must be received by April 30, 1996. While the applications inquire about smoking and cigarette brands, smoking is not required by any passenger or their guest. Also, there will be a small non-smoking area on the train, and each passenger car will be equipped with air conditioning and filtration systems able to handle many times the volume of air in the car. The trip can be ridden *only* by contest winners, each of whom will also receive transportation to and from the train and $1000 spending money during the trip.

The *Marlboro Unlimited* is Phillip Morris' largest media campaign to date; a project totalling more than $150 million. Marlboro is spending in the area of $30 million just on the train, and $44 million in media promotions just during November and December 1995 — for comparison, Amtrak spends roughly $30 million per year on advertising. It's quite possible that "The Train" may also be used for other media events, like the 1996 Olympics in Atlanta and possibly the two national political conventions that will occur during the election year. In addition, Marlboro is adding rail-oriented items to its line of "Marlboro Gear" outdoor apparel. Knowing Marlboro's media prowess and budget, we suspect there isn't much this train will do without the general public being made aware of it. Railfans wanting to ride what could very well be the most spectacular excursion of their lives, better fill out an entry blank now.

Steam locomotion is not part of the formula for the *Marlboro Unlimited*. While the idea originated a few years ago with steam devotee Ross Rowland, who was retained as one of the consultants on the project, Phillip Morris does not want any association with a "smoking" locomotive and the smokers on the train.

GRAND CANYON RAILWAY As reported in the September 1995 RAILNEWS, the Grand Canyon Railway has adopted a new policy of confining its steam operations to the summer tourist season from Memorial Day through September, with diesels powering the trains between Williams and the Grand Canyon the remainder of the year. Now that it's become the primary road power during the non-steam months, former VIA/CN FPA4 6773 has undergone some cosmetic improvements. Its once-drab scheme of solid Pullman green with minimal lettering has been jazzed up with gold striping, a nose herald and the GRAND CANYON name in large letters down the side (page 66). The same new look will be applied to former VIA FPA4 6793, which the GCR purchased during late 1995 from the *Potomac Eagle* operation in West Virginia. Superintendent of motive power Robert Franzen says the 6793 arrived Williams in October and has undergone some minor work to prepare it for regular duty during 1996. Back-to-back Alco cab units on a matching train might impress some railfans more than steam.

As for GCR's steam locomotives, ex-Chicago, Burlington & Quincy 2-8-2 4960 has received all new tubes, flues, side sheets and front and rear tube sheets, and its running gear is being completely rebuilt. Its official debut is scheduled for May 1996. Ex-Lake Superior & Ishpeming 2-8-0 No.18, which has been GCR's primary steam power, will be worked on during May and June and will probably see less action than the 4960.

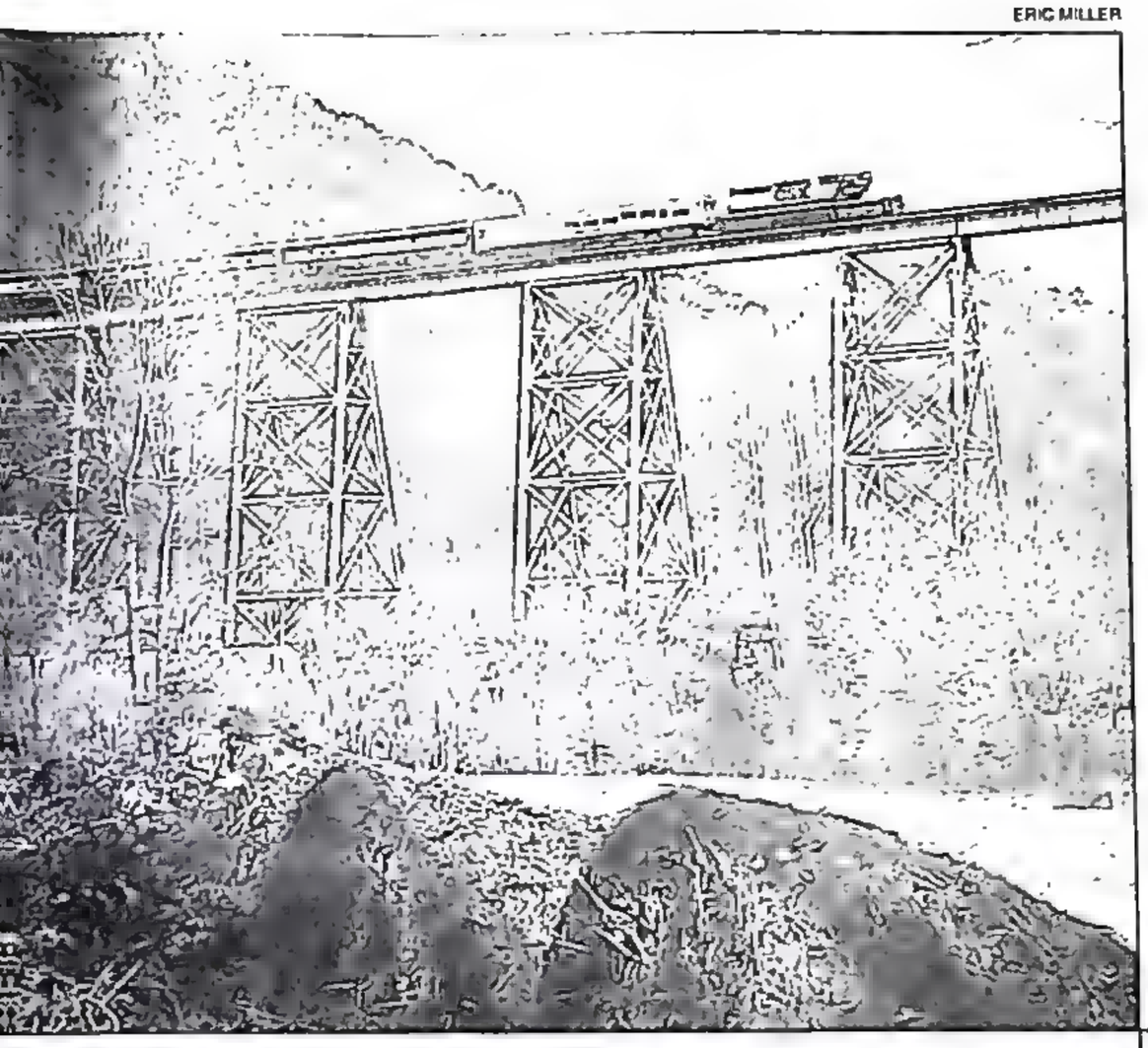
THE CLINCHFIELD SANTA SPECIAL The 1995 CSX Santa Claus Special operated on November 18, 1995. Making its annual trek from Shelby, Kentucky, to Kingsport, Tennessee, over former C&O and Clinchfield lines, the train carried Tennessee Governor Don Sundquist as a guest. The train was powered, for the third straight year, by an SD40-2, this time the 8484 — ERIC MILLER.

PULLMAN GALLERY CARS Chicago's Metra commuter service has been renovating some of its Pullman gallery cars over the course of 1995 at its new Kensington repair shop. All of Metra's Pullman equipment (of both C&NW and CRI&P ancestry) has been concentrated on the C&NW lines (now UP) for a number of years. The former CRI&P cab control cars were converted to coaches when they were transferred to service on the C&NW.

In preparation for the beginning of service on the Wisconsin Central in 1996, Metra planned to renovate up to 30 Pullman gallery cars for that route. With the production problems experienced by Morrison Knudsen in assembling Metra's new wheelchair-accessible bilevels, more Pullman cars are slated to be renovated. This move is expected to ensure sufficient rolling stock throughout the extended delivery period for the accessible equipment while providing enough cars to inaugurate WC suburban service next year.

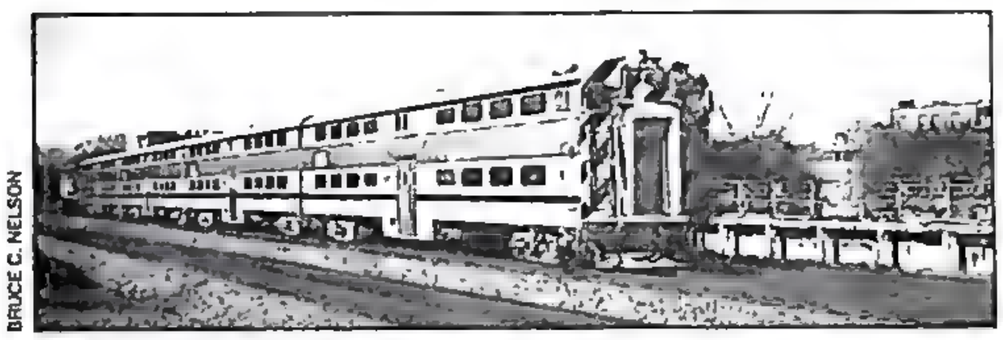
Four of the renovated cars ran in early November with an inspection trip over UP's former C&NW suburban lines. Presently, the renovated cars see service on all UP suburban lines, mixed freely with other cars of Budd, Pullman and St. Louis construction. Upon completion of the MK order for accessible equipment, all trains will have at least one lift-equipped car, rendering pure Pullman consists obsolete. The paint scheme being applied to the renovated Pullman cars is similar to that of the rebuilt Hiliners that run on the Metra Electric (former IC) division — BRUCE C. NELSON.

ROSS ROWLAND's C&O 614 On Thanksgiving weekend 1995, C&O J3a 4-8-4 614 was under full steam for the first time since November 1992. During 1995 614 was moved from display at the B&O Railroad Museum in Baltimore, Md., to the New Hope & Ivyland tourist road in Pennsylvania where crews could begin work to bring 614 back to life. With help from New Hope shop crews, the Bergen County (N.J.) Vocational High School's stationery engineering class and the Timken roller bearing company, the 614



ERIC MILLER

THE CLINCHFIELD SANTA SPECIAL made its annual run from Shelby, Ky., to Kingsport, Tenn., on November 18, 1995. Near Speers Ferry, Va., the train crossed Copper Creek Viaduct.

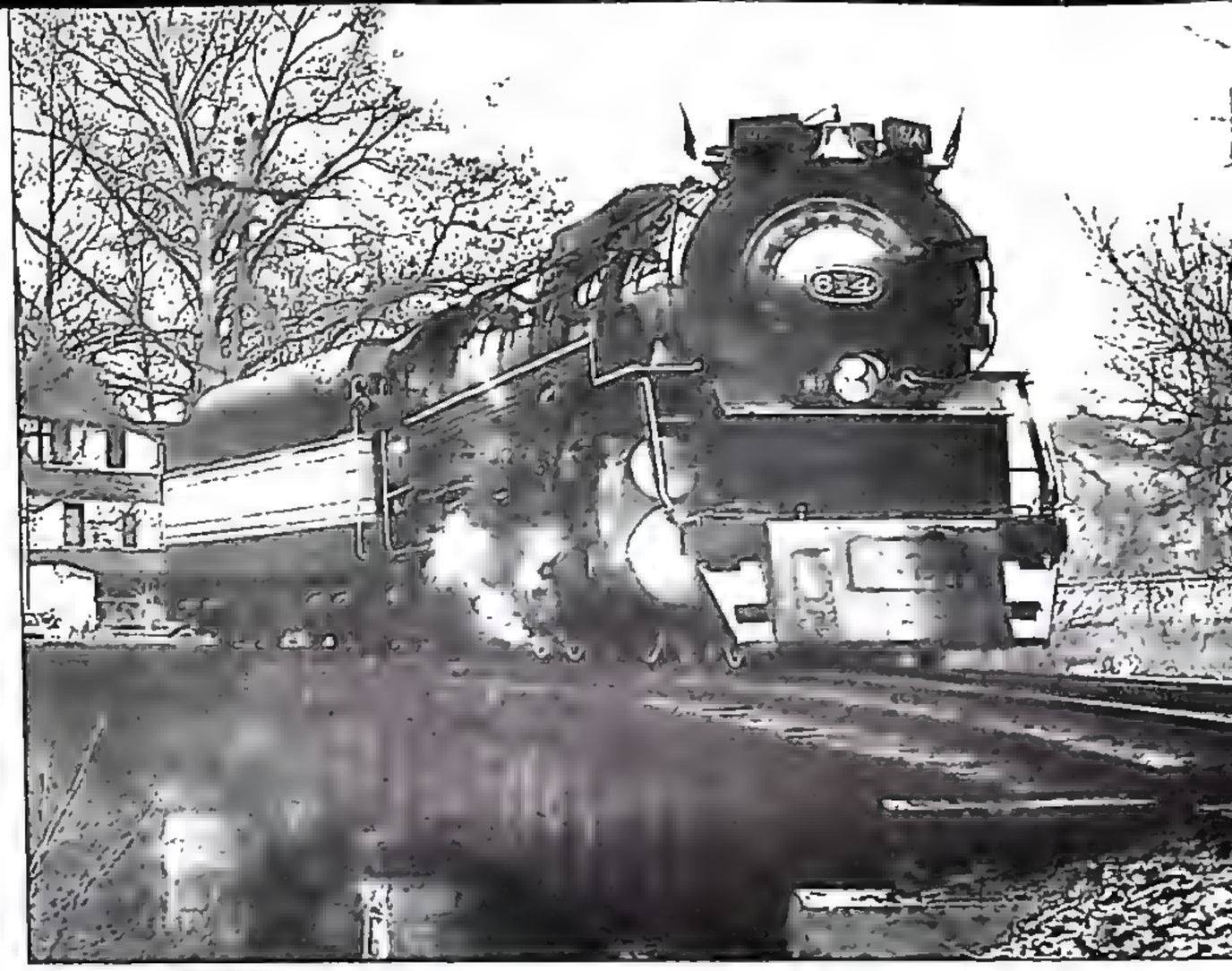


BRUCE C. NELSON

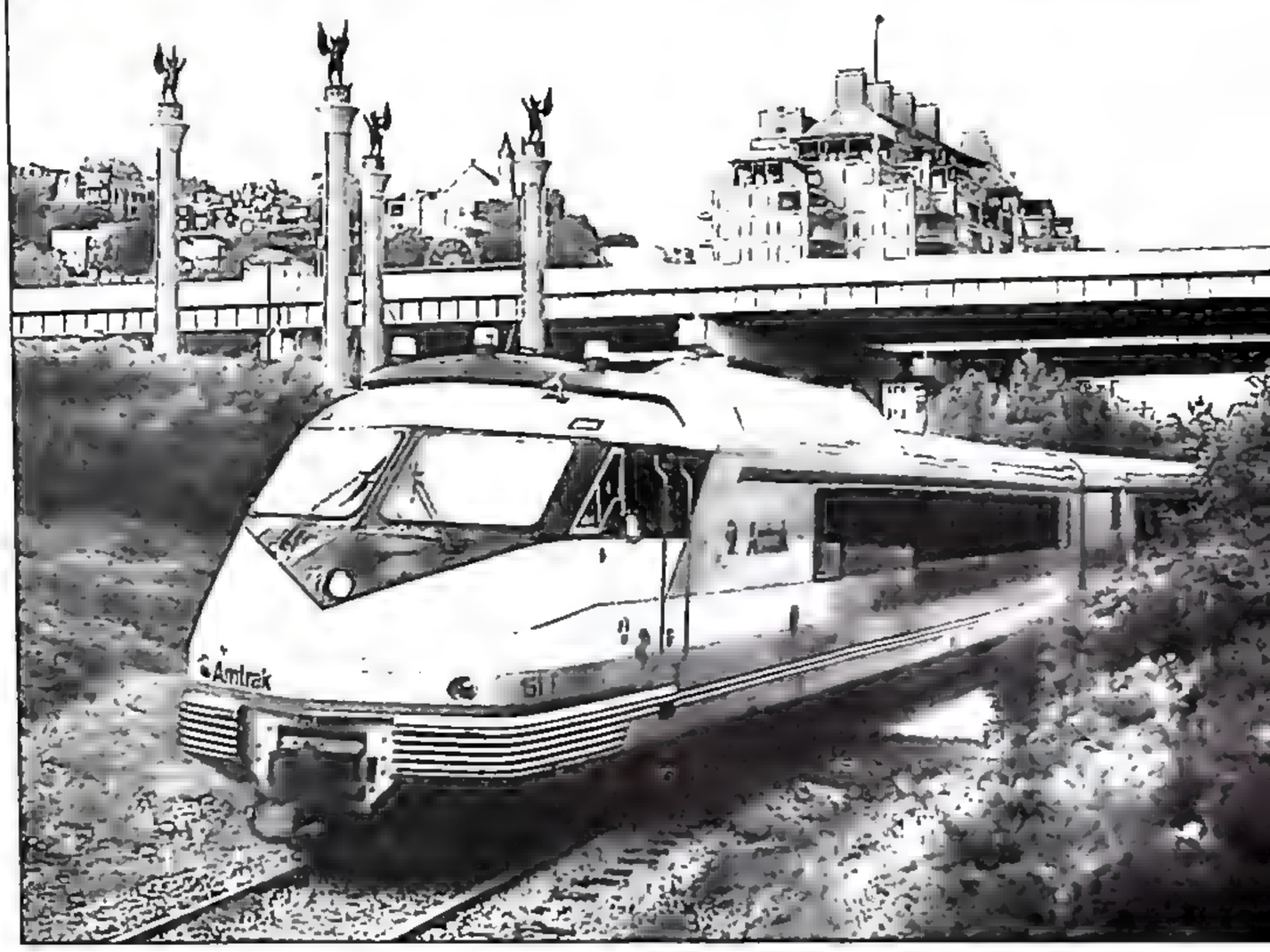
PULLMAN GALLERY CARS used by Metra have been renovated for service on WC. On November 8, four of the finished cars handled a UP inspection trip over the former C&NW Geneva Sub.

ROSS ROWLAND's C&O 614, still striped from the *21st Century Limited*, steamed out of New Hope on November 26 (**top right**).

AMTRAK's RTL-II high-speed Turboliner made a demonstration tour of several Northeastern states. On September 8, 1995, it was photographed passing Sawyer Point Park in Cincinnati, Ohio (**right**).



VINTAGE VIEWS HANK WEBER



R.M. PASSCHE

was ready to roll for invited guests and any bystanders. Pressure was brought up slowly on Saturday, and the 614 rolled its way over to New Hope's 2-8-0 No.40 for photos. On Sunday, 614 ventured out onto New Hope's main line, crossing the famed "Perils of Pauline" bridge just outside of downtown. The 614 still has some work and adjustments ahead of it, and Ross is hoping to debut the engine during 1995 at Steamtown.

AMTRAK's RTL-II As reported in the December 1995 RAILNEWS, Amtrak's five-car RTL-II trainset embarked on a tour of several Eastern states following its five-month trial operation between Albany and New York City. The Rohr Tuboliner is powered by a pair of modular Makila TM-1600 turbines supplied by Turbomeca of Grand Prairie, Texas, and installed by Morrison Knudsen at Hornell, N.Y.

In some cases, the RTL-II's ability to provide high-speed rail service was demonstrated in conjunction with local events. During October 3-4 and 7-8, the Turboliner ferried sports fans (and probably a few railfans) to the playoff games of the Cleveland Indians and Cincinnati Reds at their namesake cities in a series of excursions sponsored in part by the Cincinnati Railroad Club. On November 2, the RTL-II made a demonstration run from the Greenfield Village Railroad in Dearborn, Michigan, north to Pontiac (**page 66**). During this run, the passenger platforms at Royal Oak and outside the Greenfield Village were dedicated. Then, on November 3, the train made a round trip between Battle Creek and Niles before heading to New York.

THE LANCASTER NORTHERN The quaint Conrail branch line covered by Bob Wanner in the February 1996 R&R has been sold, as was expected, to a new short line operator. On December 1, 1995, Conrail's twelve-mile Akron Secondary between Sinking Spring and Ephrata, Pennsylvania, (originally part of the Reading & Columbia Railroad, later a branch of the Reading) was turned over to the Lancaster Northern Railway. The LN ran its first revenue train on December 10 (**page 12**) using black GP16 No.75, a former CSX unit owned by Railroad Mechanical Industries. The LN is managed by John C. Nolan, who also runs the Bristol Industrial Terminal Railway and the East Penn Railway. Operations on the LN will be as needed, likely two or three times a week. Some track renovation has already begun, and a run-around will need to be built at the north end of the line.

TOLEDO, PEORIA & WESTERN During October 1995, the TP&W released its first unit in the railroad's new simplified paint scheme. GP7 1602 (ex-C&NW 4494, nee-1632) was seen working by the end of the month (**page 66**) in the new "basic black" livery designed by TP&W employee David Boyd (no relation to the R&R editor). Also new on the TP&W is a business observation car with a

New York Central-inspired paint scheme. (TP&W had earlier painted its ex-Santa Fe GP20s in NYC colors.) When it was purchased a few years ago, the car was painted orange and black and lettered "NYC 20." Now it's lettered "TP&W 20" with Amtrak number 800127.

Meanwhile, the TP&W's consolidation into the Delaware Otsego Corporation — parent of the New York, Susquehanna & Western — is moving ahead, as was first reported in the August 1995 RAILNEWS. During mid-December, NYS&W's chief dispatcher visited Illinois in preparation for TP&W train operations to be handled from DO/NYS&W headquarters in Cooperstown, New York.

WHAT's HAPPENING WITH THE 1218? The long awaiting decision from Norfolk Southern chairman David Goode's office as to what to do with N&W Class A 2-6-6-4 1218 has been made. It will be reassembled to the degree required to move it on rails and shipped to Roanoke during January 1996 to be stored under cover in the East End Shops building until a better solution is found. The East End Shops building is the very place where the Class A's and Class J's were built — in recent years NS has been building and rebuilding freight cars, most notably the aluminum "Top Gons."

Previous to his December decision, when asked, David Goode told several parties that he would prefer to see the locomotive have a home where it can run again. Spencer Shops in North Carolina and Steamtown have expressed strong interest in the 1218.

Norfolk Southern retired steam stars 4-8-4 611 and 2-6-6-4 1218 suddenly during December 1994 when it terminated its steam program. The 611 was returned to its owner, the Virginia Museum of Transportation in Roanoke, during the fall of 1995. NS took title to the 1218 from the Steamtown Foundation (the then privately run predecessor to Steamtown NHS in Scranton) in 1985 in exchange for two diesel locomotives.

MISSOURI & NORTHERN ARKANSAS In late October 1995, the M&NA's *second* SD20, 1001, entered service with sister unit 1000 (**page 66**), but not on their home road. Instead, the pair was assigned to another RailTex subsidiary, the Dallas, Garland & Northeastern. The 1000 and 1001 were originally UP cabless SD24Bs 400B and 409B; after being bought by the ICG, they were rebuilt into SD20s 2000 and 2001 with new cabs. NRE prepped the units before their delivery to M&NA.

CONRAIL's FIRST SD80MAC A ceremony at Conrail's Juniata Paint Shop in Altoona, Pa., on December 6, 1995, (**page 3**) marked the official debut of the first SD80MAC from EMD: Conrail 4100. The unit was built by EMD/GMDD at London, Ontario, during November 1995 and was shipped to Conrail unpainted. The unit rolled through a banner under its own power but had some fine-tuning and testing to do before it entered service. The 4100 was the first of 28 units ordered by Conrail, with the balance expected during 1996. By the last week of December, 4100 wasn't yet in service, and the 4101 was en route from London unpainted.

Conrail's SD80MAC 4100 features a 5000-h.p., 20-cylinder 710G3A two-cycle turbocharged engine, a.c. traction, and a whopping 5800-gallon fuel tank. Conrail designers had been working with EMD for a few years on many aspects of a 5000-h.p. locomotive, and the ceremony speeches by Conrail and EMD people expressed pride in the partnership on items like the "Whisper Cab," big fuel tanks, etc. Evidence of the partnership can be seen in the photos of SD80MAC demonstrator 8000 (December '95 R&R, page 4, and October '95, page 37) in that it was built with marker lights fore and aft — Conrail is the last of the big freight haulers still ordering units with marker lights in both ends. It's been no secret that Conrail's "ideal" situation is hauling 10,000-14,000 ton trains with two units, and the 4100s fit the bill. The last page of a commemorative booklet Conrail produced for the December 6th roll-out of 4100 proudly proclaimed, "If we don't tell our suppliers what we want, we get what they think we want."

The 4100 also debuts a new variation of Conrail's "Q-blue" Quality livery which now includes a white cab face and bow wave on the nose. This paint scheme is to visibly differentiate the a.c. traction units from Conrail's d.c. drive fleet, similar to what BN and CSX have done with their SD70MAC's and AC4400CW's. Neither EMD nor GE recommend running a.c. and d.c. units together.

These 5000 h.p. units are big, providing 185,000 lbs. starting tractive effort and 147,000 lbs. continuous (versus 100,000 t.e. on the SD60), and 80'–2" long over the couplers — that's more than five horsepower per inch!

THE LAST RUN On November 17, 1995, the Idaho Northern & Pacific operated its final train on the New Meadows Branch, a former Union Pacific line in southwestern Idaho. Since the closing of the Boise Cascade sawmill in Council, Idaho, at the end of March 1995, there was not enough business to keep the branch in operation. Evergreen Forest Products at Tamarack was the only shipper left on the 85-mile line. The last run saw GP40 4504 leading 19 loads and two empties south toward the UP at Weiser. INPR still operates other former UP branch line segments in southwest Idaho and northeast Oregon — BRYAN LOFTIN.

CITY OF PRINEVILLE Late October 1995 saw the arrival in Prineville, Oregon, of the City of Prineville Railway's latest locomotive, ex-BN GP9 1837, built in 1956 as Great Northern 685. It was retired in 1984 and purchased by Pete Replinger. The Geep was originally stored (and occasionally used) at Chehalis, Washington, by the crews of the Cowlitz, Chehalis & Cascade tourist railroad, which operates on the old Chehalis Western. Most recently, it was stored at Mineral, Wash., at the shops of the Mount Rainier Scenic. After her purchase by the COP, the Geep was shipped out as the first freight load above Fredrickson on the newly-created Tacoma Eastern Railway, which took over the Chehalis Western in April 1995. It arrived via UP at Prineville Junction and was immediately taken to the COP shops at Prineville for repairs and repainting.

The engine is currently long-hood-forward. Once mechanical repairs are completed, the controls will be reversed, and the short hood will be lowered similar to the two ex-Milwaukee Road GP20s (985 and 989) currently on the COP. The 1837 will retain her BN number after being repainted. Rounding out the COP roster is Mount Emily Lumber Company Shay No.1 — MARTIN E. HANSEN.

ON THE HOUSATONIC On October 24, 1995, the Connecticut Department of Transportation ran an inspection train over the Danbury Terminal/Housatonic Railroad route from Danbury to Canaan, Connecticut, and return to look over trackage between those points which had recently been upgraded with CDOT funding. The consist was two CDOT "New Haven" F7s and three CDOT ex-SPV coaches. This ran with the coaches ahead going north, led by cab car 1001, which is partially fitted out as an inspection car with carpeting, movable chairs and larger windows at one end. Upon arrival at Canaan, the special went right into the engine-house, where guests were served a buffet lunch next to recently-repainted HRR GP9 7324 — JACK SWANBERG.

WISCONSIN CENTRAL's BRITISH EMPIRE On December 9, 1995, England's British Rail announced that its Rail Express Systems (RES) division was sold for an undisclosed sum to Wisconsin Central Limited. RES is the first unit of the government-run British Rail to be privatized, and it is the operator of Britain's network of mail and parcel trains — and it also coordinates and crews most special trains, steam excursions and the Royal Train.

Included in the deal are RES's fleet of Class 47 Sulzer-powered 2600-h.p. C-C units built by Brush in the 1960s, and the Class 86 and 90 25-kV, 60-Hz electric locomotives, plus a fleet of mail and parcels stowage vans. Like all of the 29 operating businesses in BR, RES does not own any of the tracks. An entity called Railtrack owns the track and charges the train operators for access. RES does have long term maintenance depots at Crewe, Bristol, Euston (London) and Cambridge. As part of the sale, WC has committed itself to purchase 25 new diesel locomotives in the near future to replace the aging 47s.

While RES plans, crews and operates facilities for charter passenger operations, main line steam and the Royal Train, it does not own any steam locomotives or passenger-carrying stock, which belong to the preservation movement, whilst the Royal Train belongs to Railtrack, although RES does maintain two Class 47s in the Royal Claret livery for that duty. During 1995 there has been considerable controversy over the sums charged by RES for operating

ON [illegible] **HOUSATONIC** at Canaan, Conn., two New Haven painted [illegible]s from ConnDOT's Shore Line East service (former-"WAG" units, NH didn't own F7s), pulled an inspection train that toured HRR and Danbury Terminal lines on October 24, 1995. After officials got a look at trackage recently upgraded with ConnDOT funds, their train was run right into the Canaan engine shop building for a buffet lunch. Outside, the F7s idled alongside Housatonic's (**right**) ex-DL&W RS3M 9935.

JACK SWANBERG

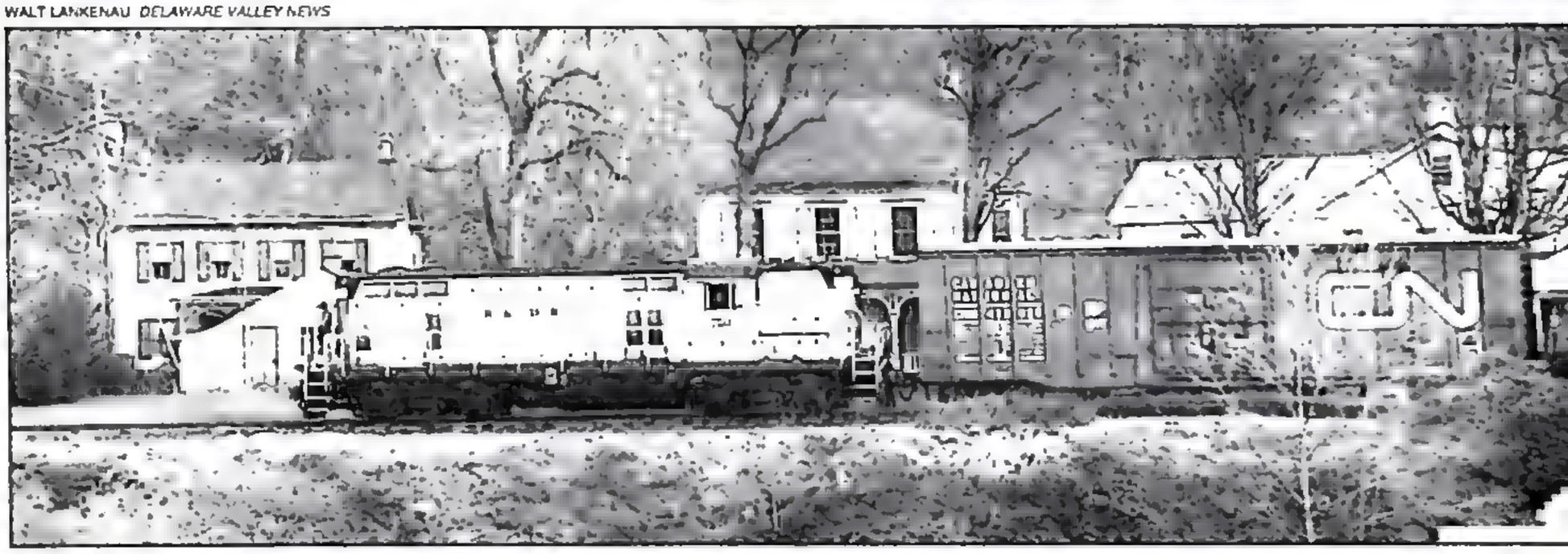
BRYAN LOFTIN

THE LAST RUN on the Idaho Northern & Pacific's 85-mile New Meadows line took place on November 17 when GP40 4504 was seen about to depart Tamarack, Idaho, on the former UP branch trackage.

MARTIN E. HANSEN

CITY OF PRINEVILLE Railway in Oregon acquired ex-Burlington Northern GP9 1837 in late October. Built in 1956 as Great Northern 685, the Geep was retired by BN in 1984 and then purchased by Pete Replinger. It was then stored, and occasionally run, on the Cowlitz, Chehalis & Cascade tourist railroad in Washington before coming to the COP. On November 11, the 1837 was photographed at Prineville.

WALT LANKENAU, *DELAWARE VALLEY NEWS*



BELVIDERE-DELAWARE is the new owner of the remaining 14 miles of old Pennsy Bel-Del line along the Delaware River. B&DR's ex-Amtrak GP7 780 was heading north (**right**) on November 28 out of its home base near Milford, New Jersey.

steam specials, which trip organizers claim are so high as to make excursions uneconomic.

Other parts of BR are passing into the private sector. The three equipment leasing companies set up to own all BR passenger locomotive, m.u.s and coaches; Angel, Evershot and Porterbrook, have been sold to their managements, and the first awards of the seven-year franchises to operate the 25 passenger train operating companies are about to be awarded with Great Western trains going to a management buy-out and South West trains to Stagecoach Holdings, a company which operates buses throughout Britain, Hong Kong and New Zealand — kind of a WC of the bus industry!

It's too early to say what changes WC will make to RES or how long before the cherry red and gray livery is changed to WC's maroon and cream, if ever. Somehow, a 47 in WC's livery should look rather smart — MIKE WALKER

BELVIDERE-DELAWARE RAILWAY One of the Pennsy's most fabled entities has been spun off by Conrail to a new short line operator. On November 10, 1995, Conrail local WPAL-11 out of Allentown, Pennsylvania, performed its final round trip down the 15.4-mile Delaware Secondary between Phillipsburg and Milford, New Jersey, powered by SW1001 9417 (ex-Reading 2617). The line was once part of the 68-mile Belvidere Delaware Railroad, a.k.a. the "Bel-Del," a PRR subsidiary which followed the east bank of the Delaware River from Trenton, N.J., north to Belvidere, where it connected with the "Old Road" of the DL&W for through service into East Stroudsburg, Pennsylvania. Shortly after the 1976 Conrail merger, the Bel-Del trackage between Trenton and Milford was abandoned, except for a three-mile segment which is now used by the Black River & Western. It's no mere coincidence that it was also BR&W which acquired the Phillipsburg-Milford trackage and began running it on November 11, 1995, through its new subsidiary Belvidere-Delaware Railway.

Initial motive power for the new Bel-Del was BR&W GP7 780, still in its Amtrak switcher scheme of silver and black, but by mid-December the 780 had been replaced by BR&W GP9 752 (ex-Clarendon & Pittsford). Normal operations see the crew on duty in Ringoes, N.J., on the BR&W and driven to the Bel-Del power at Milford by mid-morning three to four days a week, including Saturdays. After working the James River paper plant in Milford and another paper products mill near Reigelsville, the Bel-Del job heads north along the river and passes under the former Lehigh Valley main at Phillipsburg, where cars are interchanged with Conrail at Hudson Yard.

Hershey Cuban: The Last Interurban

by Clive Foss

An electric railroad with freight and passenger service connecting a major city through a remote rural district and using equipment made after the First World War is merely a dim memory in North America and most parts of the world. Yet such a system is still intact and functioning only a hundred miles from the shores of the United States (though in terms of accessibility from this country, it might as well be on the Moon). This is the Hershey Cuban Railway, part of the *Ferrocarriles Nacionales de Cuba*, which still runs regular passenger service on its 57-mile main line from Havana east to the port town of Matanzas, and on three branches which radiate out from its headquarters in the sugar refining town of Hershey.

The railroad was part of a vast and successful scheme of Milton Hershey, owner of the Hershey Chocolate Company in Hershey, Pa. (where the company also operated an interurban, the Hershey Transit Company, from 1904 to 1946). Hershey purchased 35,000 acres east of Havana in a rich valley separated from the sea by a range of hills. In the middle of the tract, in 1916, he built one of the largest sugar mills and refineries in Cuba. At its height, it produced 100,000 tons of raw sugar a year (about 3% of the entire Cuban crop) and had a workforce of 5000.

Hershey provided for his employees by building a model town in the American style. Unlike most other towns in Cuba, where Spanish-style architecture dominates, it had comfortable detached wooden bungalows built in regular blocks on tree-lined streets with concrete sidewalks. There were larger houses for the managers, a mansion for Mr. Hershey himself, headquarters for the various operations, a large hotel and

In 1959 RAILROAD MAGAZINE traction columnist Steve Maguire submitted a manuscript to editor Freeman Hubbard that began: "It hardly seems possible in these days of motor vehicles, yet the only real *old-time* interurban line left in operation in the entire Western Hemisphere can be reached in a 90-minute trip from Miami, Florida."
Thanks to Fidel Castro, that statement remains true in 1996 — over 35 years later!

PHOTOGRAPHY, CLIVE FOSS, EXCEPT AS NOTED

ONE OF THE ORIGINAL BRILL steeple cab motors now with modified hoods — had a passenger train of converted boxcars ready to depart Casa Blanca for Hershey and Matanzas in February 1994. At Hershey, three heavy Brill interurbans (**opposite**) were about to deadhead west following a set of "streamliners" (**page 44**). Behind the depot on a freight consist was motor 21202 of East European or Soviet origin.

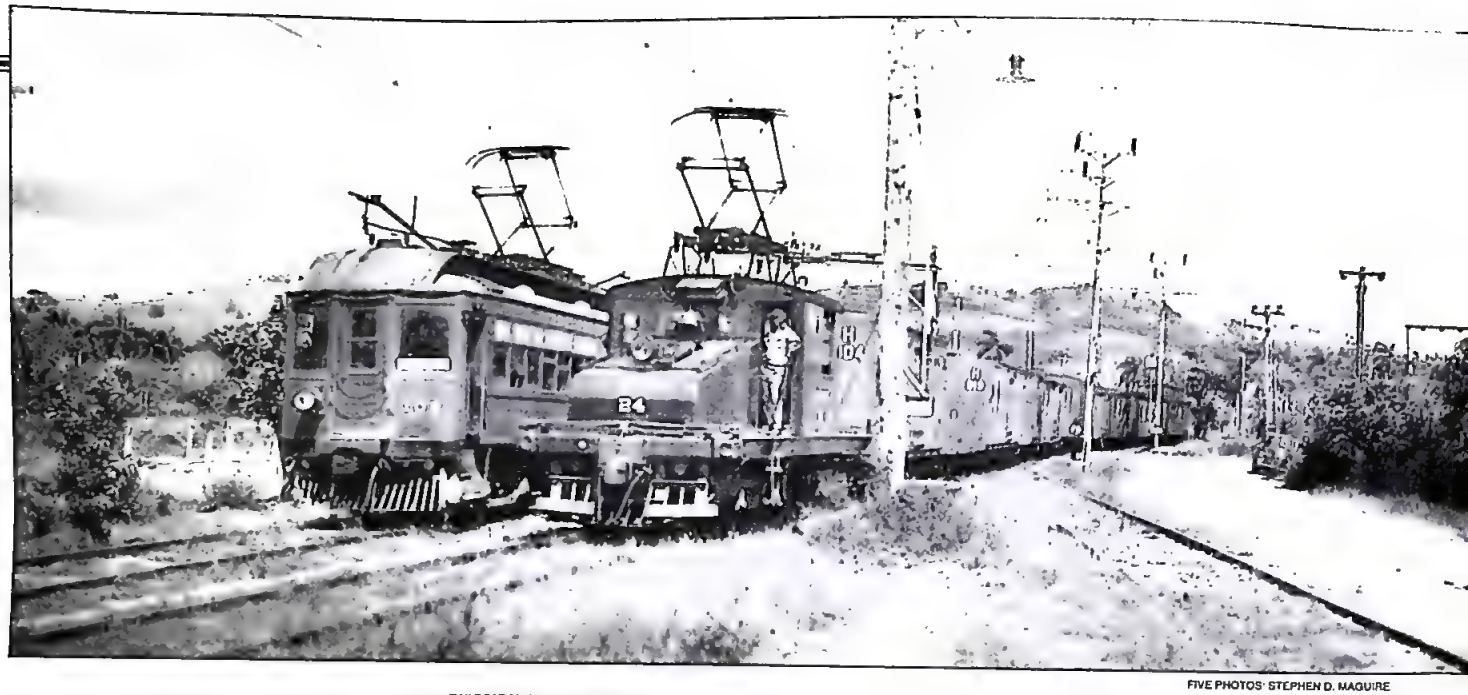
all the amenities of American life: electric light, telephones, amusement parks, clubs, theaters and churches.

The town was an attraction for Cubans as well as foreigners until recent years when, like so much else in Cuba built before the revolution, it began to fall into decay. Still, so little has changed that a visit there feels like stepping back into a small American town of 40 years ago, an impression enhanced by the few glamorous American cars of the 1950s parked under the trees.

Hershey's Cuban sugar was intended primarily for export to the chocolate factory in Pennsylvania. For that, transport had to be created, for the refinery is slightly inland, separated from the coast by a range of hills and 30 miles from the two major ports of Cuba's north coast. Hershey therefore decided to build a railroad to connect the *Central* (as these plants are called in Cuba) with both the capital, Havana, and the large and convenient port of Matanzas. The line was finished in 1916 as a steam operation, using 19 locomotives (typically Baldwin short line 2-6-0s and 2-8-0s). The railroad carried cane to the mill and sugar to the docks. It also brought the workers to their jobs, but the freight operation was always (and still is) paramount. Its headquarters were naturally in Hershey, conveniently located at the midpoint of the main line and at the convergence of numerous branches.

The steam engines posed problems, for the coal or oil they burned had to be imported, and there was a constant danger that flying sparks would cause fires in the cane. Consequently, most of the line, including the Hershey Terminal Railroad which ran along the east side of Havana harbor and connected with the main line system, was electrified at 1200 volts d.c. The process began in 1917 and was completed by 1922. This had real advantages, because the *Central* generated sufficient electricity to power the railroad, the town of Hershey and several smaller places, and far less fuel could now be imported.

Six electric locomotives, 16 passenger cars, two combines and four mail cars were bought in 1919; six more passenger cars were added in 1922, and four more locomotives came in 1926. This equipment (as well as the steam engines) was still operating in 1946 when a new company, Cuban Atlantic Sugar, took over the operation. At that time, the company also owned 828 cane cars and 325 boxcars and other freight equipment. The new company made no substantial changes; the original line and equipment were still functioning when everything was nationalized after the Cuban revolution of 1959. Even today,

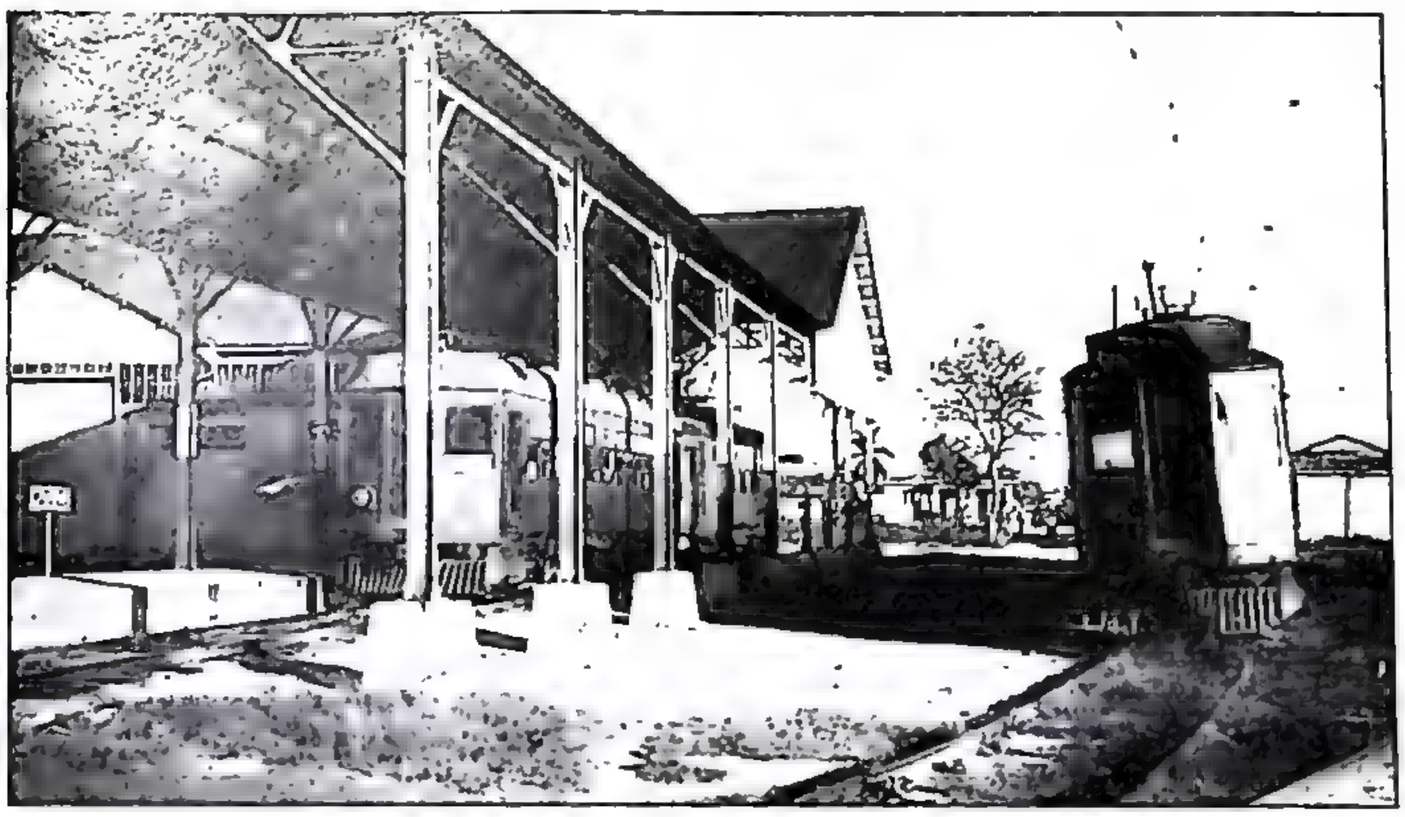


FIVE PHOTOS: STEPHEN D. MAGUIRE

RAILROAD MAGAZINE COLLECTION

STEVE MAGUIRE visited the Hershey Cuban Railway in February 1959, only a few weeks after Castro had set up his revolutionary government in Havana in January. Maguire captured some classic interurban images. On February 24, 1959, Hershey-bound interurban 102 met a westbound freight (**above**) behind steeple cab motor 24 at Guanabo. The Hershey *Central* sugar mill (**right**) was an impressive facility. Express car 410 was at the Casa Blanca freight station (**below**) on February 26; the agent was handing train orders to the motorman. The 410, 102 and 24 were all built by Brill in 1919.

MANUFACTURER OF CHOCOLATE AND COCOA



COACH 154 AND COMBINE 202 were in the station in Matanzas (**top**) on February 25, 1959, ready to depart for Casa Blanca. At Hershey (**above**) the train made its usual passenger stop. After arriving in Casa Blanca (**below**) the train backed into a siding; note that the wooden building at right is the one just behind the 410 (**opposite**).

much of the original equipment is still running, and little has been added to it. The system offers a unique opportunity to experience a pre-war interurban of a kind long vanished elsewhere.

Today's Hershey Cuban

It's my aim here to describe the present state of the passenger operations as far as possible from a legal but unofficial visit. Although Cubans are unfailingly friendly and helpful (especially to *Norteamericanos*), the staff on the site could not provide a complete roster of equipment, such as appeared in E.J. Quinby's "Tropical Interurban" article in the November 1946 RAILROAD MAGAZINE. An "official" visit would probably guarantee access to the proper personnel and even to the archives of the company, but that is very difficult to arrange in the current state of communications between the United States and Cuba. Still, it is possible to learn and experience a great deal.

Apart from one abandonment, the system is basically intact, and passenger operations are much as they were in 1946, except for frequency. I could not get information about freight or diesel operations (the map therefore shows only the electric lines), but some general statistics were available from 1983. At that time, total track mileage was 292.6 km. (181.8 miles), distributed as follows: main line 90.3 km., branches 91.3, sub-branches 44.3 and sidings 66.4. A total of 206.6 km. (128.4 miles) was electrified. Not much has changed since then.

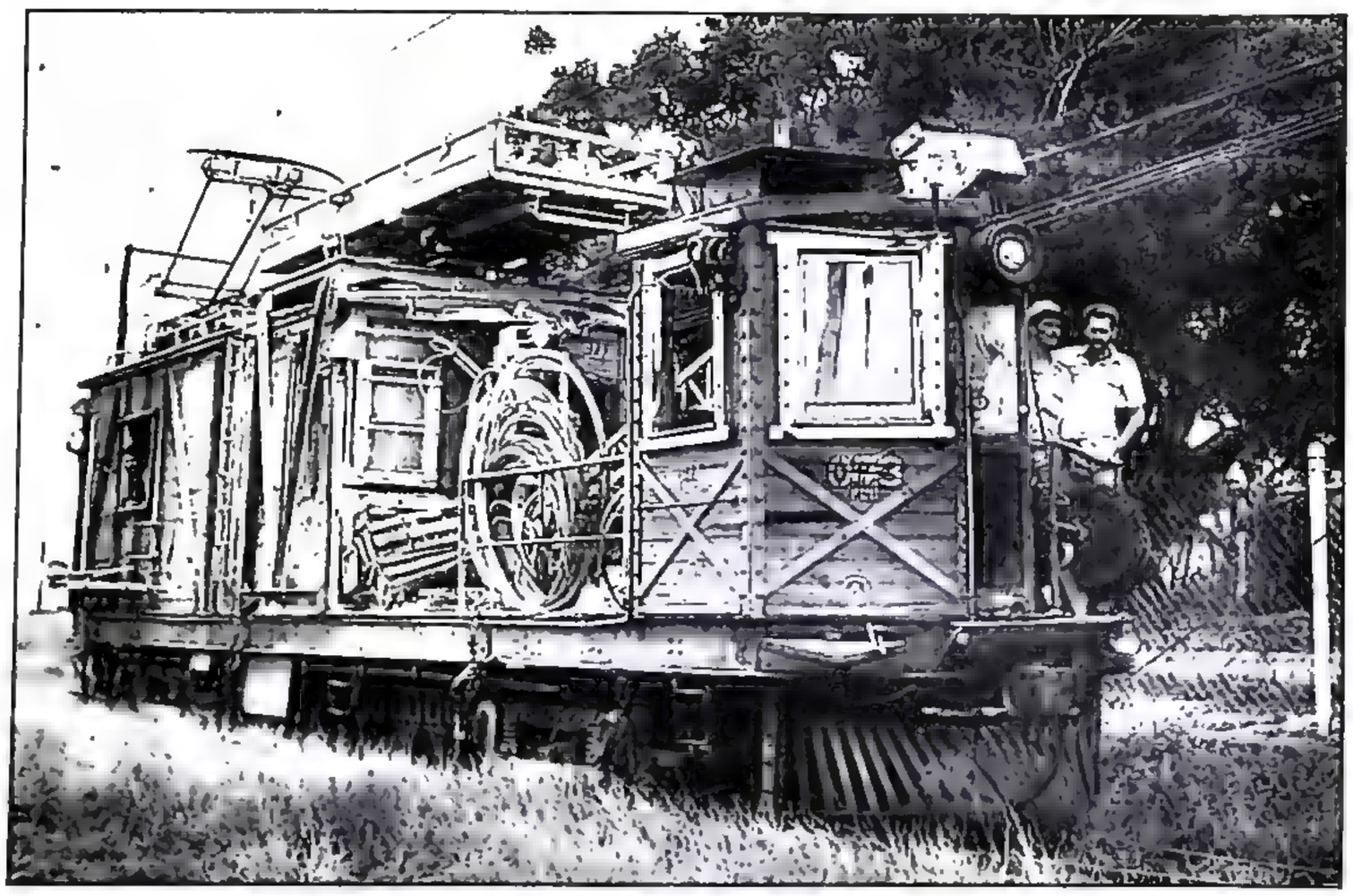
A view of the system when it was new can give some perspective on its current situation. This is slightly abridged from *Terry's Guide to Cuba* (1926):

> "To Hershey from Casablanca, 45 km. thence (44 km) to Matanzas. Several electric trains daily (from 7.15 a.m.) in about two hours. This (personally conducted, if so desired) excursion is one of the most popular out of Havana and should not be missed. The usual custom is to leave Havana about 9:00 a.m., cross the bay to Casa Blanca, board a train on the Hershey Cuban Railway for Hershey, inspect the mill (visitors welcome) and model town, proceed to Matanzas and return to Havana over the United Railway (arriving about 6:00 p.m.). The two railway lines sell joint excursion tickets for straight, or personally conducted, tours at an inclusive fare of $12. The trains are dependable and maintain their schedules; the cars are clean and modern and are rarely crowded. The early morning ride through the dew-drenched country is delightful. Train-boys sell hot coffee and light refreshments."

The train and mill are still there, but things have changed since 1926. First, getting practical information is extremely difficult. Foreigners are allowed to go pretty much wherever they like in Cuba

but are not encouraged to experience real Cuban life, such as riding trains. When I first went to Cuba, with a group, our guides promised to find out about the train (which is well known) but somehow never came up with any information — nor did the tourist agencies. Finally, I found the station myself and copied down the posted timetable. At present, because of the tremendous shortage of fuel, there is very little public transportation in Cuba; the Hershey line now makes only four round trips a day between Havana and Matanzas, a far cry from the hourly trains advertised in the 1920s. The schedules are not designed for the tourist; one train left at 5:00 a.m. and another late at night, but fortunately the 10:20 a.m., scheduled to arrive in Hershey at noon and Matanzas at 2:06 p.m., offered the possibility of seeing the whole system twice, by catching the return from Matanzas at 2:56 and arriving back in the capital at 6:48.

THE WESTBOUND TRAIN from Matanzas to Casa Blanca, meeting the author's train at Hershey in February 1994, consisted of two rebuilt "streamliners." Three Brill heavyweights were immediately behind, ready to deadhead west. In the Hershey yard was line car 073.



Riding the interurban

The journey begins with the *lanchita*, the little ferry that starts just behind the elegant colonial Plaza de Armas in Old Havana and crosses the oily waters of the bay to Casa Blanca. The trip, which runs frequently and costs 5¢ Cuban, takes about ten minutes. It is scenic but basic; the boat (which doesn't seem to get cleaned very often) is packed with passengers and their bicycles — the favorite mode of transport in the towns. The ferry docks near the station, where tickets to Matanzas cost 3.50 pesos, officially $3.50 US but really worth about 9 cents at the black market rate of 40-50 pesos/dollar.

After looking in vain for something to eat (a real problem these days, outside the tourist areas), I was photographing steeple-cab electric locomotive 21002 on what appeared to be a freight train standing in the station (**page 40**), when, to my great surprise, people stated boarding. It was, in fact, a passenger train, made up of three converted boxcars with windows cut in their sides and molded plastic seats installed. In the present desperate shortage of transport, this enables each train to carry far more passengers than the normal electric cars.

The train set out on time, ambling first along the harbor, past naval installations and dilapidated factories (often hard to tell whether they are working or derelict), then soon moved into the country. The train-boys are long gone; there was nothing to eat or drink except for something unappetizing-looking pastries a man was selling from a greasy bag — they were gone before my Cuban friend (who had never been on this train) and I could reach him. Another had a live pig in a sack, not yet in a state to be consumed. The train was almost full, with a crowd that seemed not at all surprised by an obvious foreigner in their midst.

The ride is pretty rough; the cars pitch, toss and sway along a single-track line badly in need of maintenance. The countryside, though, is extremely attractive and surprisingly remote and unpopulated. The train passes only one large place, the colonial town of Guanabacoa just outside Havana. Otherwise, there are only scattered small settlements and fields, some of them being plowed with oxen (fuel for tractors is in short supply), others uncultivated or fallow. The trains are all local; ours made 45 stops in 58 miles, some of them mere posts beside a rutted dirt track. Each one seemed to have passengers, who had walked to the line, for almost no motor vehicles were in evidence. In fact, most of the stops were places which appeared to be hard to reach by any other from of transport. This remoteness, absence of cars and dependence of the people on the railroad increased the feeling of stepping back in time onto a pre-war interurban.

The first real landmark on the road is the great Hershey *Central*, whose towering structure and chimney are visible from afar as the train approaches by a long, sweeping curve. The station lies about a quarter-mile from the town and the *Central* which dominates the entire region. Here, we stopped for an hour and a half in the rain for no apparent reason, nor were any announcements made. The schedules were arranged so that the mid-morning train from Matanzas meets the Havana train at this station.

Here was a second surprise. The other train consisted of two streamlined electric m.u. cars, evidently built

or rebuilt in the 1930s. (These cars are no longer running but have all been brought in for repairs.) Standing at the same platform was a deadheading train of three of the original Brill cars. Not far away, at the edge of the yards, was an ancient line car, 073.

On our way eastward from Hershey, after leaving the station the main line swings around the yards, all electrified and filled with open-sided cars for the transport of sugar cane. For the next two hours, the train slowly proceeded through countryside which became more and more attractive, with small lakes and streams and a lush vegetation of bananas, mangoes and palms giving variety to the ever-present cane fields. The most scenic spot is the broad Yumuri valley, whose stream flanked by high hills forms one of the island's great beauty spots.

From there, the line enters the outskirts of Matanzas and suddenly stops in a small yard where it discharges all the passengers, though the electric line actually continues down to the harbor. By following the crowd (there were no signs), we found our way into the town, which is filled with attractive buildings of the colonial period. We eventually returned by the old United Railways main line train in the evening. This, too, was a pleasant relic of the past, with 18 high and comfortable cars of 1950s vintage that finally provided a smooth and fast ride back to the capital.

The branch lines

The station at Hershey displayed a painted timetable listing many more trains than now run and including several other destinations. Although this was long out of date, it turned out that there were three branch lines with regular passenger service by electric cars: to Santa Cruz del Norte on the coast; Jaruco, the provincial capital, and Caraballo, the junction of a (freight) line that goes to the refinery at Rosario, also formerly a Hershey property.

There are four trains a day to Santa Cruz, a beach town with a large rum factory. It lies on the coast, only two miles north of Hershey, but the train, which has to follow a roundabout route through a break in the coastal hills, needs ten miles to get there. When I rode it, the line was served by a single electric car, Brill 3010, whose fresh paint easily concealed its age of over seventy and suggested renovation (**page 60**). That was not the case, as the interior was in its original state, with lightly padded seats and grimy windows that fortunately could be opened.

The train leaves from the platform at Hershey (the ticket costs 50¢ Cuban, about 1¢ by the market rate) and follows the main line eastward for about five miles to Jibacoa, where it makes its only intermediate stop. All the passengers knew what to do; they immediately got up and reversed their seats, as the train changes direction, to head northwest across cane fields and low sandy hills to stop suddenly by a road next to the local paper mill. This was a spur; the line (freight only) continues to the shore where it ensured the very practical connection between the well-known rum factory and the sugar mill.

The platform at Santa Cruz, like that at Hershey, was crowded with people who rapidly embarked. The train wasted no time, but immediately headed back for Hershey as soon as it was loaded. The return journey takes it east five miles past Jibacoa to Canasi, from which it returns to Hershey. One car suffices for the present level of service, which plainly fills a real need.

The other two lines leave not from Hershey station but from a track at the west side of the refinery, where there is no station or sign to indicate their existence. The line to Caraballo, which operates twelve round trips a day, also uses a single electric car. It skirts the yards, then joins the main line which it leaves at the junction of San Mateo to head due south, reaching its destination in a half hour. Since this car was scheduled to leave at exactly the same time as the train to Jaruco, which looked more interesting, a choice had to be made, so I cannot report on the trip to Caraballo.

The Jaruco line, built in 1931, was the latest addition to the system. It is now the busiest of the branches, with

HEAVYWEIGHT CAR 3021 wears a unique livery of blue with yellow stripes; along with 3015 it covers the Jaruco branch service. Car 3020 **(above right)** was waiting to leave the platform behind the Hershey *Central* for its run on the branch from San Mateo to Caraballo.

14 round trips a day and eight at night. By a piece of good luck, the conductor turned out to be a cousin of my companion, so we were able to ride in the cab, observe the operation and get more information than usual.

Two heavy interurban-style cars assure the entire service, running most of the time together in m.u. operation. The cars are extremely powerful, since locomotive motors have been installed in them (for a total, if I understood correctly, of 1300 h.p.). As a result, they consume a great deal of current, but their reliability justifies their operation. These cars, built by Brill in 1919, are real workhorses, running constantly, seven days a week, day and night. They stop for maintenance between 8:00 and 9:00 a.m. and 3:00 and 4:00 p.m. every day — and for 40 minutes at lunchtime. The crews work for four days, then rest for two; they serve alternating day and night shifts. In the present climate, there are tremendous shortages of everything, and spare parts are virtually impossible to obtain. Electric tape is in short supply, calibrated wire is used in place of fuses, and old axles are taken apart for steel to make other replacement parts.

THE AUTHOR WAS UNABLE to determine the origin of the obviously "foreign" motor 21202, shown **(left)** at Casa Blanca. The backshop at Hershey **(below)** held a "streamliner" and Brill steeple cab along with other equipment.

The cars cover the twelve miles to Jaruco in half an hour. The fare here also is 50 Cuban cents, rung up on an Ohm fare register, just like those formerly in use on the Pacific Electric lines to the harbor. Such a detail adds to the feel of an old-style interurban. As it leaves the plant, the line passes by storage tracks with many freight cars and disused or wrecked equipment, including a Budd RDC, but no steam engines. It then leaves the spur which connects this branch with the main line (the car for Caraballo followed immediately behind until this point) then moves into the cane fields. The roadbed, a single track entirely on private right of way through relatively flat country, is not in much better condition than the main line. It has many sidings filled with cane cars and special machines for loading the crop onto them.

The train manages to move at a good clip, despite much swaying and clacking of the rails. It makes many stops, some at mere crossroads, others at small towns or villages. The trains are usually full, with workers from the *Central* or people with business or shopping in the provincial capital at the end of the line. Most of the passengers are regulars, well known to the crew; at one stop, a lady gave the conductor her husband's lunch to pass to him further down the line. On these trips, a foreigner attracts far more curious and friendly attention than on the main line.

Passenger service ends at a station on the main street of Jaruco, while the freight line continues for another couple of miles. This train also wastes no time; as soon as the motorman has changed ends and the numerous passengers of this very busy service are loaded, it starts off. This is a business-like operation, with no time for photo stops or inspection of equipment. It was barely possible to photograph the line car sitting at the end of the line. Again, no sooner has the train returned to the Hershey *Central* than it starts off again, after a stop of not much more than five minutes. In this way, these two cars can cover the entire service.

Anyone who rode this system when it was new would recognize it now. Only one passenger line has been abandoned, a branch to the seaside resort town of Cojimar. For 20 years after its completion in 1923, this was the most popular line of the system, since it gave the population of the capital easy access to the magnificent beaches to the northeast. It ran 36 round trips a day with two-car m.u. trains along the eight miles from Casa Blanca to the shore. The three-mile branch off the main line was abandoned in 1946 to allow construction of the tunnel under Havana bay and its network of approach roads.

Brills and such

The main repair shops for the system are next to the Hershey terminal of the branch lines, immediately behind the *Central*. Although it was not possible to visit the shops, we could walk around the yard, where a lot of equipment was stored. No up-to-date roster was available, but I was told that the line operated twelve electric passenger cars. If that is correct (Jane's *All the World's Railways* lists 15), the following equipment tally is complete.

Since the roster published in 1946, all the cars have been renumbered, and many of them rebuilt, even extensively. It is therefore not possible to correlate these observations with the older roster with any certainty. All the cars have four-wheel trucks and pantographs.

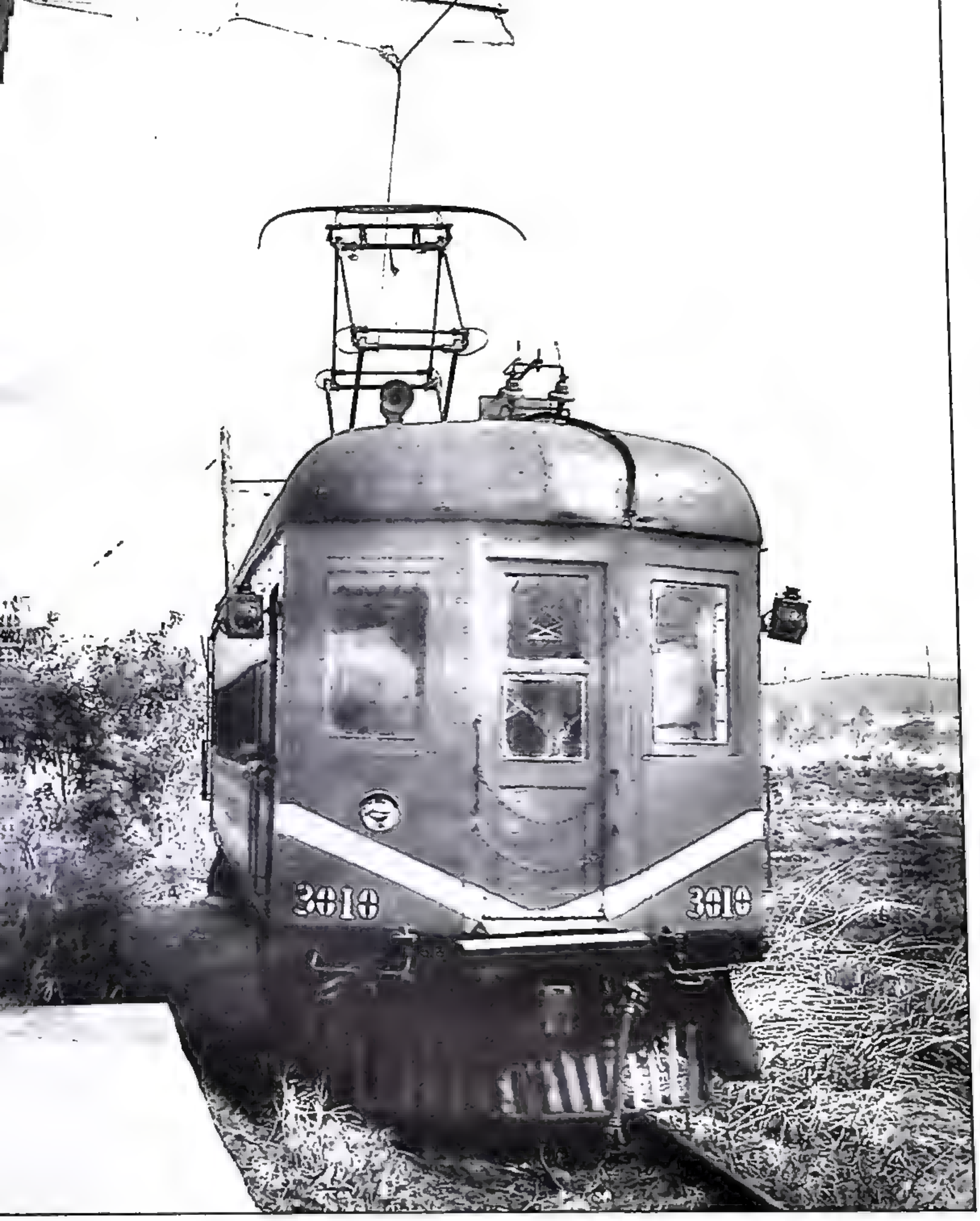
1) Five lighter-weight cars (3006, 3007, 3008, 3010, 3011) with arch roof and rounded ends. These can operate m.u. up to six units. They may be part of the original 1919 Brill order. The 3010 runs to Santa Cruz. See below for notes on the 3008.

2) Four similar cars (3023, 3025, 3026, 3027) with streamlined ends, perhaps the Cincinnati cars of 1922. They were formerly used on the main line but are not now in active service.

3) One light car (3020) with flat roof, square ends and baggage compartment; runs to Caraballo. No further information available.

4) Two heavy arch roof interurban cars (3015, 3021), apparently Brill cars of the original 1919 order. They ensure the service to Jaruco.

Except for 3008, none of these bears any inscription except the number. Most are in the original paint scheme



FRESHLY PAINTED BRILL 3010 was ready to depart the branch terminal at Santa Cruz for its return to Hershey in February 1995. Line car 072 **(below)** was on the branch at Jaruco. Today's Hershey Cuban system has dieselized lines beyond its electrified network.

of dark red with a yellow stripe; only 3010 and 3020 have recently been repainted in bright red with a blue stripe. The heavy car 3021 on the Jaruco line bears an old blue and yellow scheme, different from anything else on the system.

Car 3008, which I found sitting at Hershey station, stands out from all the rest (**page 60**) and suggests that the government is now taking an active interest in the line as a potential attraction for tourists. This would be part of a major campaign to attract foreigners (Americans welcome as much as anyone) in order to raise hard currency. This car is brightly painted in a unique cream and red scheme and bears the inscription "TRANS HERSHEY," a name never used by the line, as far as I can tell. It has been totally rebuilt with standee windows and a new interior. It is comfortably outfitted with airplane-style seats, a bar and a toilet. Refreshments can be served, and the car can be chartered for excursions anywhere on the system. It does not run in regular service. If current travel restrictions are ever relaxed, this car would provide an excellent vehicle for a fantrip.

The Hershey Cuban, according to Jane's, operates twelve electric locomotives, of which I saw five (the steam engines are long gone). Most of them belong to the original two orders of steeple-cab juice jacks from Brill in 1919 and 1926; some are in their original state, and some have been rebuilt and repainted. The present regime appears to have added at least one unit, 21202, of a different (apparently Eastern European or Soviet) design and bearing a big Communist star on the front. Most of the locomotives are simply labelled FCdeC (*Ferrocarriles de Cuba*, the national system), but one, newly repainted, was inscribed "*Ferrocarril electrico de Cuba*," stressing the unique nature of the line, the only electric railway in the island. In addition, I spotted two line cars, one of them probably the original 1919 equipment, the other perhaps converted from a passenger car.

Travel to Cuba

A railfan will find all this very inviting — but tantalizing. The Hershey railway is only an easy hour's flight from Miami, but getting on the plane is not so simple. Under present restrictions, travel to Cuba is strictly limited to journalists and those doing research, and even they need special permission.

Anyone who wants to go legally would be well advised to contact one of the agencies that handle such travel as there is, either Global Exchange in San Francisco (which organizes extremely informative tours) or Marazul in New York, which can arrange individual travel. This latter alternative is not

Continued on page 60

With their time-honored labor agreements, large rail systems have difficulty dealing efficiently with service-intensive customers like a paper mill. Since its creation from the Chessie System in 1985, CSX had been switching the Hamilton mill with two shifts of crews. By 1988 Champion Paper was looking for more personalized rail service for the facility. They needed switching on demand and wanted to switch cars in the mill themselves, so they decided to hire a short line operator for the job.

In came short line entrepreneur Henry Weller and his new Great Miami Railway, which began working the mill on October 1, 1988 — doing with one crew the same tasks to which CSX had been obliged to assign two crews. To begin operations, two EMD switchers were leased from Independent Locomotive Service of Bethel, Minn., SW1 1371 and NW2 1372. The SW1 was Amtrak 740 (formerly Amtrak 253, ex-PC 8528, nee-PRR 9428), while the NW2 was built as Pennsy 9169 and became PC 8669 and Conrail 9258 before going to Citizens Gas & Coke as its No.4. The SW1 was subsequently returned to ILS (and has boomed around the Midwest on lease ever since), but the NW2 was purchased in May 1992 and will retain its current number (1372) until repainted, at which time it will become number 1.

A Stout operation

Fred Stout was a computer software designer who had always been interested

GM&W CAR CLERK Jennifer Terek makes up the switch lists for the Hamilton crew, who then use them to line up their work at Woods Yard, here (**top**) on September 6, 1995, getting cars for the River Track and Hill 5 and Hill 6. Engineer Dave Davis (**right**) throttles the GP35.

CHESSIE SYSTEM UNITS were working the Champion jobs on August 7, 1983, with B&O GP40-2 4307 pulling out of the Crane Spur and heading for Woods Yard while B&O SW1200 9616 pulled up with empty hoppers. Great Miami GP30 No.30 (**below**) was near the same location on July 18, 1993 — note that distinctive Nickel Plate nose bell. The GP35 (**top**) was coming down the Hill track along Reach Avenue on October 17, 1995, with the empties off Hill 5.

in railroading. He'd had some first-hand experience in the short line business with five years of part-time work for the Indiana & Ohio and had long dreamed of owning and running his own railroad. One evening Henry Weller called Fred and asked him if he would like to buy the Great Miami. Fred's dream had just come true. He purchased the two-mile operation on August 1, 1989.

With the silver and black NW2 handling the chores at Hamilton, Fred Stout began to look outward for other potential railroads and to expand his locomotive fleet. The first motive power acquisition was Norfolk & Western GP9

652, purchased from Norfolk Southern in July 1991, and painted in a handsome maroon, black and gold livery and renumbered 20. Later in 1991 came N&W GP30 2902 (originally Nickel Plate 902, which was repainted and numbered 30. With no immediate need for the bigger power, Stout leased the GP30 to the Central Railroad of Indiana in early 1992.

The reason for Fred Stout's motive power acquisitions became evident on January 1, 1994, when he took over operation of the former Indiana & Ohio Eastern, which had been running 56

FROM THE EAST SIDE of the river, the Champion mill and GP35 on the River Track look like a model railroad diorama on October 17, 1995. GP9 No.20 (**below**) was about to shove across Black Street crossing on the River Track on July 13, 1993. The ex-NKP caboose (**top right**) is used for the conductor to ride while shoving through the tight clearances to Hill 5.

The GREAT MIAMI & WESTERN

IN SILVER WITH A BLACK STRIPE, NW2 1372 was on Hill 7 on October 17, 1995, while the GP35 pulled kaolin tanks off Hill 6. The GP35 was spotting boxcars (**right**) for in-plant waste at the Coating Mill alongside Reah Avenue On September 5, 1995. The next day (**bottom**) the 35 paused at the GM&W office to get the afternoon switch list.

miles of former-B&O and C&O branch lines around Jackson in southeastern Ohio (Vauces to Fireclay with a branch from Hamden to Red Diamond).

As a result of the new line, the Great Miami Railway was split into two operating companies: The Great Miami & Western Railway would handle the Champion Paper switching operations at Hamilton, while the Great Miami & Scioto Railway took over the old Indiana & Ohio Eastern. The equipment, lettered simply "Great Miami," could be swapped back and forth as needed.

In mid-1994 the Great Miami picked up its newest locomotive, former-Norfolk & Western GP35 1304 (with a factory low nose because it was one of six GP35s ordered by the Wabash as 548-554 but delivered in November 1964 as N&W 1302-1307). The GP35 was repainted at the Norfolk Southern shops in Chattanooga and renumbered 35.

Other Great Miami equipment includes former Nickel Plate caboose 583 and five boxcars that are leased to Champion Paper Company for intra-plant switches. The former-CSX boxcars carry GM&W marks (FLSX) and are numbered 301-305.

Operations at Hamilton

A typical day on the Great Miami & Western begins at 7:30 a.m., Monday through Saturday. The conductor walks up to take a Woods Yard car check. The car numbers are then taken to the office and given to the car clerk, who then faxes the list to several different places in Champion Paper Company. The engineer and the conductor walk down to the locomotive, which is locked behind Champion Paper's fence.

The first move is to place loads from the Coating Mill pulled the previous day and kept with the locomotive

overnight. The engine, cars loaded with in-plant paper waste and the GM&W caboose back to the "Hill 5" track, deep in the bowels of the mill — the conductor rides the caboose because of the close clearances. At Hill 5, boxcars loaded with pulp, scrap paper and in-plant paper waste are unloaded. The conductor boards the engine and heads to the office.

The morning switch list is received at GM&W's office via fax or phone. With the list in hand, it's off to Woods Yard for the morning switch. Typically the crew picks up coal for the Power House only, but on occasion there may be cars for other locations in the mill.

It's then time to move on to the Power House. Champion is one of very few mills in southwest Ohio that still receives coal by rail. The coal dock track holds three hoppers, and anything that is extra is held over on the coal lead after the empties have been pulled.

The crew and engine then return to the office to get afternoon switch orders and then head to Woods Yard to switch out cars, picking up loads that were delivered overnight by CSX. Outbound empties are placed on Track South 3 or South 2 for CSX pick up.

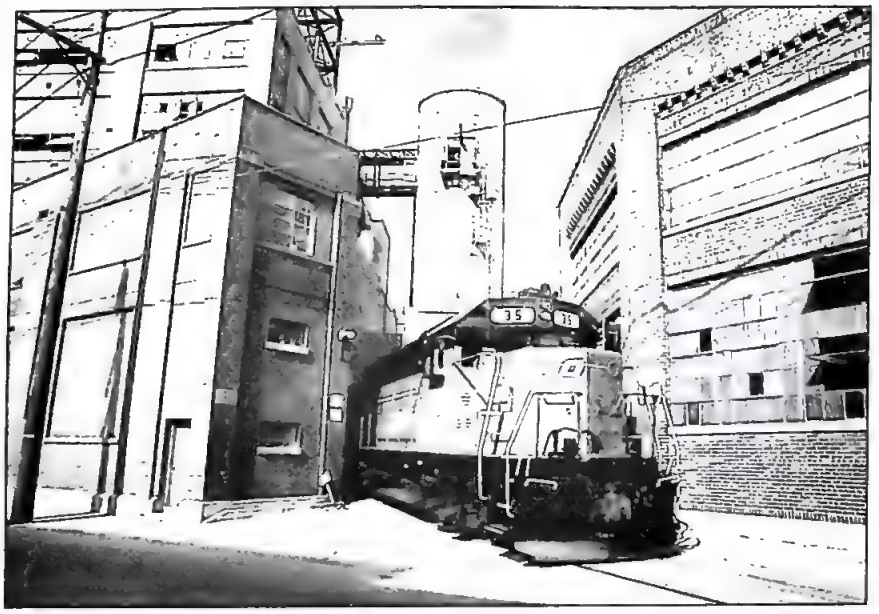
By the time they've lined up their work, it's about 1:00 p.m., and the crew heads back to Champion Paper for the afternoon switch, going down the River Track, which runs parallel to the Great Miami River. On this track the mill receives scrap paper. After pulling the empty boxcars and spotting loads, it's off to the Coal Dock to pull any empty hoppers and place any loads. Then the locomotive backs across "B" Street up the Hill Track to switch Hill 6 and Hill 8.

Tank cars of kaolin (a clay mineral used to add whiteness during the paper-making process) unload at Hill 6. The empty tank cars are pulled and loads are placed. Twice a week GM&W pulls an empty latex tank car from Hill 8. The engine will back up to Hill 5 to pick up the empty boxcars and the GM&W caboose, traveling back down the Hill Track to the Coating Mill track along Rhea Avenue. At the Coating Mill, the crew pulls the in-plant waste and spots empty cars for loading. The loads will be placed at Hill 5 the next morning. When the Coating Mill work is finished, the crew shuts down the locomotive inside the mill property and walks back to the office. It's about 4:00 p.m., and another busy day has ended on the Great Miami & Western Railway.

The railroad handles about 320 cars a month. About half of those carry coal to the Power House, while the majority of the remainder carry pulp. In addition, scrap paper is moved in boxcars and clay slurry and latex in tank cars. Champion ships out about 25 boxcars of finished paper a year. The future looks good for the Great Miami, since each year there has been a gradual increase in the amount of traffic coming into the mill, which continues to produce some of the world's finest paper.

If you plan to visit the GM&W, the office is located on "B" Street on the west side of the Great Miami River in Hamilton. Because of the security and congestion, no one is permitted on Champion Paper Company property. However, you can view and photograph the Great Miami & Western from public land and roads at numerous locations.

The Great Miami & Western strives for safety, and in its seven years of operation it has had only one minor injury to an employee. Visiting railfans should use common sense, avoid trespassing and conduct themselves in a safe manner to avoid spoiling such an admirable record.



THE PAPER MILL BUILDINGS towered above the GP35 as it spotted hoppers at the Coal Dock on September 6, 1995, with "B" Street in the foreground. Units used at Hamilton are swapped back and forth with the Great Miami & Scioto Valley operation in southeastern Ohio, where the GP30 (**below**) was exiting a tunnel at Byers on April 29, 1995.

Special Thanks

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"AC's" Return to Donner

A similarity of sound and symbol

by Steve Schmollinger

The canyon of the American River looms in the distance as shadows begin to encroach. On the northern edge of the abyss, four heavy steel rails reflect the sunlight that'll barely last another half hour on this beautiful evening in September 1995. Looking north, away from the edge, endless stands of pine move in the wind. As your eye moves back toward the cliff, the trees thin out until the only thing left is granite schist that seems to be crumbling from beneath the few scrubs that dot it. Your observations of this awesome landscape are cut short by the sound of dynamic brakes and metal rubbing against metal. A downhill manifest with a locomotive numbered 325 in the lead trundles past through an s-curve and disappears around the precipice.

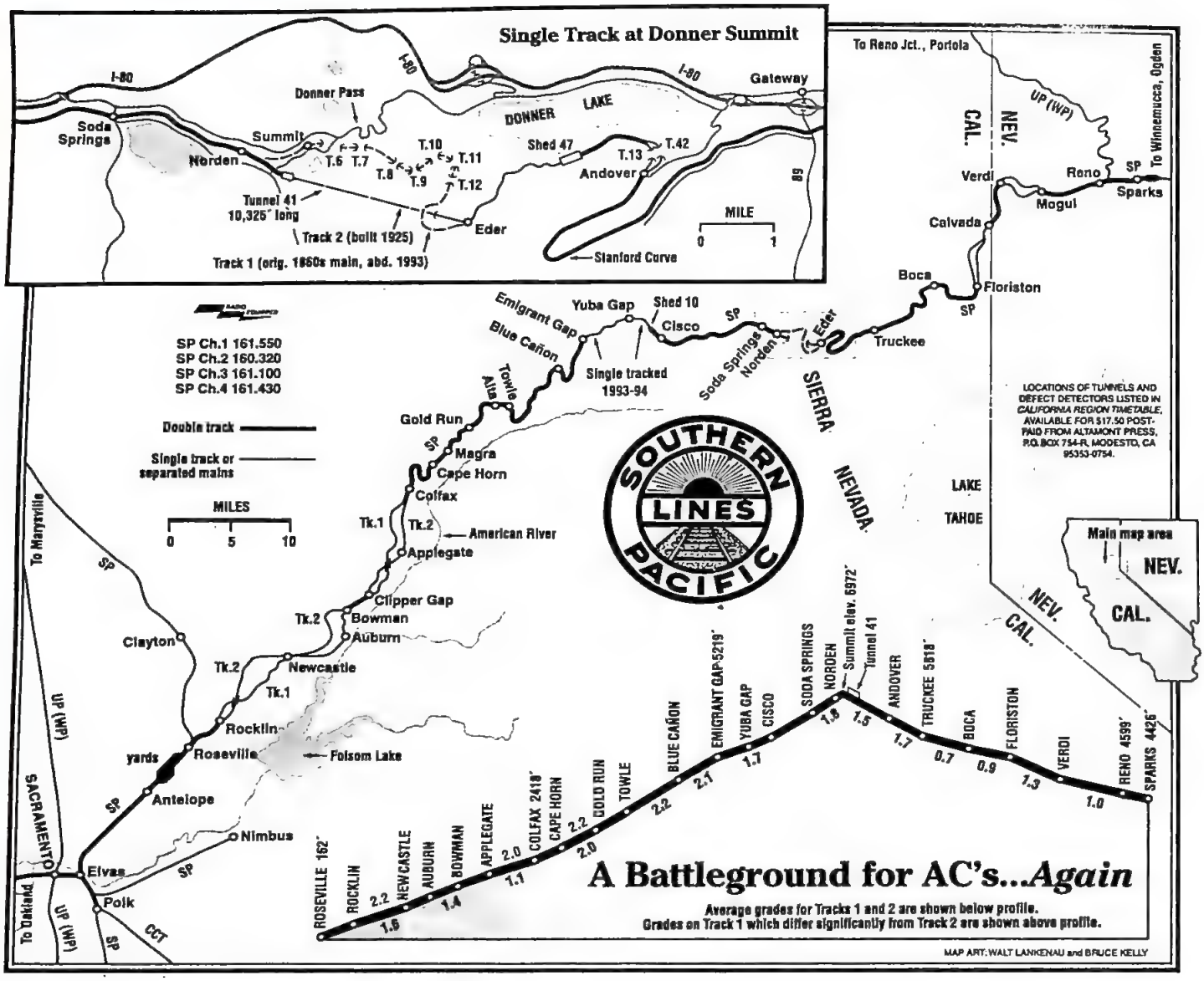
After the ETD passes, the forest goes quiet again – but not for long. This time, not dynamics but the increasingly intense pulse of machinery approaching from out of sight rends the chill mountain air. Into the light rolls the red nose, then the dark gray superstructure, of a behemoth making no more than 15 miles per hour. She and a sister are lifting a long string of loaded autoracks around the sweeping curve and

PHOTOGRAPHY, STEVE SCHMOLLINGER, EXCEPT AS NOTED

SOUTHERN PACIFIC PHOTO

WALDMAR STEVENS PHOTO / HARRE DEMORO COLLECTION

IT'S A COINCIDENCE of the alphabet, but the comparison is valid. Today's "AC" stands for "alternating current" rather than "articulated Consolidation," but the locomotives both symbols represent are roughly similar in size, power and — at times — even sound. The Cab-Forward 4-8-8-2 AC's were typified by 1943-built AC-12 4278 **(top right)** rounding Cape Horn in August 1955 and 1937 veteran 4152 **(right)** storming uphill near Truckee in 1946. Packing significantly more tractive effort per locomotive, two General Electric AC4400CW's **(above)** were churning westward at Yuba Gap in October 1995.



into the "s" as they make their way up the ridge. The monsters' staccato voices seem out of place in these environs which, for the past three decades, have seldom heard anything but the drone of General Motors two-cycle prime movers — but they do sound faintly akin to the labored voices of the AC-class Cab-Forward 4-8-8-2s that battled this hill in the steam era. The age of General Electric alternating-current traction has arrived in the Sierra.

Southern Pacific. For railfans in the modern era, the mere mention of the name conjures up images of hordes of first-generation diesels growling into the 1990s long after they'd disappeared on most other Class I's, or the filthy flanks of SD's spewing smoke and oil on the point of manifests or cut in mid-train to help. But things do change, even on the SP. In the final three quarters of 1995, the company took delivery of 279 General Electric AC4400CW's with numbers starting at 100 and three AC6000CW's numbered 600-602. This is the largest single order for new six-axle power by the railroad in over a decade — and possibly its last before merging with Union Pacific.

These modern-day SP "AC's" are maintained at Denver using GE technical advisors in concert with SP supervisors and labor. The railroad has assigned the bulk of its new fleet of diesel powerhouses to the lucrative coal traffic between mines in Colorado and Utah astride its Central Corridor and power plants on either side of the Continental Divide. A lesser portion of this coal is for export via the Port of Long Beach, California. All coal coming west crosses Donner Pass before being directed toward the L.A. Basin via either the Valley Line over Tehachapi or the Coast Line through Oakland. AC's also show up from time to time on other Central Corridor trains such as manifests and hot "forwarders."

In late 1993, SP went shopping for a healthy influx of new six-axle power, since the average age of its fleet was simply too high. When SP started looking at what was available, it seriously considered alternating current traction. However, AC was not yet a "proven" technology, nor could any builder deliver the number of locomotives SP wanted delivered in 1994. So it adopted a "wait 'n see" posture, in the meantime ordering 101 GE Dash-9s and 133 remanufactured Morrison Knudsen SD40-2M's. When SP sought more new power in 1994 for 1995 delivery, the benefits of AC technology, having been demonstrated on the Burlington Northern and to a lesser degree on CSX, were too great to ignore. Going with

CLIMBING HIGH above the American River Canyon, the 245 and 248 (**top**) tackled the 2.2% east of Towle in October 1995. The same month, three ACs (**below**) led unit coal west out of Shed 10 and onto the single track. In September 1995, the 148 (**left**) was dropping downhill through Applegate.

DC technology would simply perpetuate the old when it was clearly time to go with the new. SP negotiated extensively with both EMD and GE for AC power. Considering such things as fuel economy, tractive effort, purchase price and delivery dates, GE had the better "package" for SP.

Some key vital statistics of their AC's include starting tractive effort of 180,000 lbs. (compared to 145,000 for a six-axle Dash-8 or 124,300 for an AC-12 4-8-8-2), continuous tractive effort of 145,000 lbs. (108,600 for the

Dash-8) and peak dynamic braking effort of 98,000 lbs. (78,000 for a Dash-8). In addition, whereas the dynamic braking power of a DC locomotive peaks around 20 to 25 m.p.h. (unless it has "extended range" braking, which allows it to peak again below 20 m.p.h.), an AC unit's braking power remains constant down to around 5 or 6 m.p.h. And unlike the DC motors, which will overheat when overloaded, the AC motors can pull right down to a stall and hold a train stopped on a grade with the throttle open. Their tremendous pulling and braking power are two big reasons SP assigned these high-tech workhorses to mountain coal service.

Most "hill" freights don't run on set schedules, but it's usually a good bet to see a coal train heading east out of Sparks, Nevada, early in the morning and a manifest around mid-afternoon. Eastbound, a freight or two will usually follow Amtrak Number 6, the *California Zephyr*, out of Roseville around 12:30 p.m. The hottest freight on the hill, the OANSF, is usually called at Roseville for 2:00 a.m. and is therefore hard to catch in daylight – but a second section sometimes runs in the afternoon. Loaded coal trains out of Sparks usually sport three AC's up front with a helper to Norden on the rear. Empty coal trains feature two AC's and don't require a helper. Manifests and forwarders sometimes have a pair of AC's up front as well. SP will sometimes mix its new locomotives with conventional DC units.

The "Friendly" has gated the access roads to many of the notable photo locations on the hill, and 99% of the time those gates are locked! If you want to get serious about photographing the AC's on Donner, you should request permission from the railroad and then be prepared to walk. Photogenic places like Rocklin, Newcastle, Applegate, Alta and Emigrant Gap feature strong, metal gates, but with a little physical exercise they can yield satisfying images of the big GE's working in the history-laden landscape of the Sierra foothills and high country.

THE SKYLINE OF AUBURN formed a backdrop for 199, 209 and a third AC eastbound (**above**) in August 1995. In October 1995, the 175 and 225 snaked downhill through Yuba Gap (**top**); the gradeof the former No.1 track can be seen to the left of the train. At the same location in August 1995, ACs 335 and 342 were in sight of Interstate 80 (**opposite**) as they led the CHRVM west under a dramatic Western sky.

Unscrambling the Symbols

Southern Pacific uses a symbol system to identify its trains. The first two letters identify the point of origin, the second two indicate destination and the fifth letter designates the train type. Some of the symbols of Donner trains to which SP assigns the AC's are ARKTC, CHRVM, DVBKG, DVOAF, KTARC, LBUTC, OANSF, OGOAM, RIGVC, RORVM, RVCHM, RVKCM, SNTAC, TASNC, TZUPG, UTLBC and UPTZG.

Key to Symbols:

AR = Arco Coal Mine, Colo.
BK = Bakersfield, Cal.
CH = Chicago
CP = Co-op Mine, Utah
GV = Geneva, Utah
KC = Kansas City
KT = Kaiser Terminal (Wilmington. Cal.)
LA = Los Angeles
LB = Long Beach, Cal.
OA = Oakland, Cal.
OG = Ogden, Utah
RI = Richmond, Cal.
RO = Roper Yd. (Salt Lake City)
RV = Roseville, Cal.
SN = Skyline Mine, Utah
TA = Trona, Cal.
TZ = Traver, Zachy Farms
UT = Utah Mine
UP = Union Pacific run-through
WC = West Colton, Cal.
C = coal
F = forwarder
G = grain
M = merchandise
U = unit train

KODACHROMES: CLIVE FOSS

Continued from page 47

very desirable because it is expensive, and you never know when or whether you will get the visa.

There are also daily and very cheap flights from Montreal, Toronto, Cancun, Nassau and several other places. Your travel agent almost certainly won't have this information, since such travel by U.S. citizens is illegal. If you can get to Cuba legally, though, you certainly will not be disappointed by its electric interurban, which will stir old memories

BRILL INTERURBAN 3010, shown here departing Santa Cruz, complete with kerosene marker, is one of two cars wearing a fresh red livery. Brill 3008 (**top**), shown at the Hershey station, has been refurbished for excursion charter service. Steeple cab motor 20802 (**left**), one of the Brill originals, was in the Hershey yard.

or provide new experiences of a kind not available elsewhere in many years. Judging by the renovations visible in 1995, it looks as if this operation is here to stay, at least for the foreseeable future. So enjoy it while you can.

DALE W. BROWN

CINCINNATI UNION TERMINAL'S Tower A is dominated by the 42-foot-long track diagram board with 682 indicator lights. Removal of the US&S interlocking machine left the middle of the floor open for use as a meeting room, though the train director's desk remains beside the bay window on the west side.

Cincinnati Railroad Club's Tower A

The Cincinnati Railroad Club has what must be the finest club meeting room of any railfan organization in the country. High atop the magnificent art-deco Cincinnati Union Terminal was Tower A, the train director's office and interlocking plant that controlled the CUT trackage complex, with windows overlooking the entire yard area. Today the CUT structure is the Museum Center with theaters and museum exhibits, as well as a small Amtrak passenger facility. And the Cincinnati Railroad Club now occupies the lofty Tower A.

Cincinnati Union Terminal was built in 1933, and the Cincinnati Railroad Club has been meeting in the building since 1938 — they are its oldest tenant. CUT ceased being a railroad station with the beginning of Amtrak in 1971, and Tower A's interlocking equipment was salvaged shortly thereafter, though the 42-foot-long diagram board remained. In 1989 the Club and Museum Center teamed up to renovate Tower A as a historic exhibit and meeting room, library and headquarters for the club. It is open to the public from 10:00 a.m. to 4:00 p.m. every Saturday and third Sunday of each month, plus 8:00 to 11:00 p.m. on Thursdays. For information, call the club at 513/651-RAIL.

An Autographed Flashbulb

Some folks are always thinking. R&R contributors Bob Hart, Jr., and Scott Snell decided to venture into the Manhattan to see O. Winston Link on October 26, 1995 at the opening of his photography exhibition at the Robert Mann Gallery uptown. Winston would be there just this night to autograph his new book *The Last Steam Railroad in America*, published by Abrams ($49.95 at book stores, see the February R&R, page 18). Bob had already ordered, but not received the book, and Scott wanted his book autographed.

Bob Hart, Jr., is a big fan of Link's work, and also a long time partner with Howard Pincus in "Rails After Dark," which has been taking synchronized flash night shots of rail subjects very much in the style of Winston Link. Their best-known effort to date was their work with the Lackawanna electrics before their retirement in 1984, which we featured in our July 1985 issue.

SCOTT SNELL

O. WINSTON LINK autographed flashbulbs for R&R contributors Bob Hart, Jr., and Scott Snell during his October 26 exhibition in New York City.

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Bob wasn't going to leave the gallery without an autograph, and he looked around his house for something to have Winston sign. Finally, he grabbed a couple of flashbulbs, and he and Scott were off.

At the gallery, after a lengthy wait in line, Bob handed Winston a flashbulb. An already-tired Winston lit up with enthusiasm, and then noticed that it was a GE No.22 flashbulb. "I always used Sylvania," he said, and he and Bob talked for a while. Bob carried two flashbulbs, so that Winston could practice on one and do a neat job on the second. Pretty clever, having O. Winston Link autograph a flashbulb. (Bob wound up buying a book anyway.)

Scott Snell also handed Winston a flashbulb to autograph, and while he was doing so, Scott explained that he often photographs the Pocahontas Division today, which also got a rise. Winston signed Scott's book: "To Scott, You should have seen Pocahontas No.3 and No.4... Winston Link."

The book's author, Tom Garver, an assistant to Link during some of the N&W photographs, also autographed books for both Scott and Bob.

On Friday, December 22, 1995, ABC television re-aired their "20/20" piece about O. Winston Link, with an update which noted that Winston is getting his life back together and that his book is doing very well.

Winston truly appreciates the attention he's been getting from today's photographers and railfans. It's impressive that at the age of 81 he's still going strong and making a mark — M.D.

Bethlehem was a blast!

A proud, optimistic melancholy was the general feeling around the Bethlehem Steel Plant in Bethlehem, Pa., during the wee hours of November 18, 1995. This was the last night the big blast furnace would produce molten iron — according to its employees, it was the largest open hearth blast furnace in the world. This termination was no secret, as the closure of the furnace at BethForge was talked about and announced years ago by the corporate parent. Plenty of time, employees said, for the U.S. Navy to order battleship guns for stock — which the Navy did, since none could be cast in one piece once this mill closes.

Northeastern railfans during the final weeks were following their own star to Bethlehem to photograph this ancient operation of many railroad gauges — slim to broad. As anyone who has tried can attest, photographing anything around a steel mill is difficult, as security guards are always prompt about stopping such activities in fear of any pictures winding up in the hands of competitors in other countries, most of which use state-of-the-art, high efficiency mills. But this mill in Bethlehem traces its origins to early in the 19th Century, and its last major upgrades occurred before World War II.

After a Friday night operating session of Tony Koester's HO-scale Allegheny Midland, I decided to take a chance on a 50-mile midnight drive to Bethlehem to see a quiet mill and to see if I could come away with a souvenir photo of this last blast from the past.

A private dirt road along the Lehigh River behind the plant gains access to the blast furnace area, and standing on the dirt-mound flood wall can usually gain visual access to the 1920s-era "submarine bottle cars" and the "pot" cars which transport the molten iron and slag respectively.

R&R contributors Scott Snell and Thomas T. Baker were already there and were spending the night in Scott's new Ford Explorer to photograph and experience what they could of each pour, which were occurring about every other hour. Scott remarked that, "the guys let us in there earlier."

What? Really? The 1:00 a.m. pour started, so we all grabbed our gear and tried again. The three of us walked near the blast furnace area and among the hot metal cars. We were overtaken by a Philadelphia, Bethlehem & New England SW8 and slug shoving a cut of pot cars onto a staging track, and we met the new shift employees. They were more glad to see us then wanting to toss us out, and they were quite proud of their antique steel mill. They invited us into safe areas of the blast furnace itself — in the "belly of the beast," we were — and some of the workers advised us on how to take pictures inside this giant brick oven.

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"What [illegible] they [illegible] do, fire us?" That was the [illegible]sponse [illegible] inquiries about getting [illegible] in a[illegible]able. None wanted their n[illegible] in print, obviously, and these fellows [illegible]alt with [illegible] with the utmost safety. [illegible] in spite of being out of work in the morning, they were extremely proud of their product, their work and their furnace. These men are the classic American steel workers. We witnessed one pour from within, then another from a safe distance, roughly "normal lens" view, of the hot iron going into the submarine bottle cars and a pouring of slag into the pot cars.

The entire complex in Bethlehem isn't closing, just the blast furnace. The facility called BethForge will continue to produce flat steel and some construction shapes for the foreseeable future, and a division called Centec at the Bethlehem site will still be converting lump coal into coke for use at other Bethlehem Steel mills.

Roughly half of BethForge's 3600 employees are losing their job, and the reasons for the closure are complex. Among the employees' sour grapes descriptions were some nuggets to ponder during the 4:00 a.m. drive home. First, the demand for battleship-gun-sized steel castings isn't anywhere near what it once was. Second, a current generation of "mini mills" being operated around the U.S. are much more efficient and less labor intensive and are difficult to compete against on the most commonly used structural steel shapes. Also, the U.S. effort to help rebuild

next in RAILFAN & RAILROAD month

•THE LOST GENERATION: As SP's new AC's are bumping older locomotives off the roster, Ted Benson follows the last of SP's first generation diesels into their new careers.

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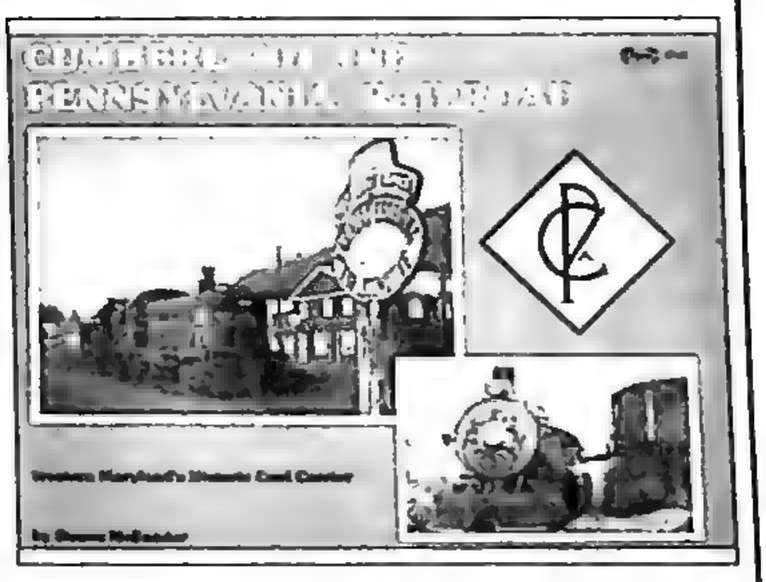

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I don't know enough about the steel industry to discuss whether the closing of BethForge is truly good or bad, but it is the end of an era. This mill produced shapes and steel for structures and bridges such as the Golden Gate and the George Washington, plus countless battleships, armaments and merchant vessels. Bethlehem and mills like it are responsible for building our country, and also for providing the materials to build every steam locomotive and most of the diesels that brought this material to market — and the rails they all ran on!

We three men from New Jersey all stood looking down at a stream of molten iron flowing through a groove cut into the brick floor we were standing on in a place so hot that gloves had to be worn to simply hold a camera, and we each consider ourselves quite fortunate to have spent a few timeless hours in this steel mill from the steam era. Happily, the steel industry is strong, and Conrail and CP Rail System trains will still run in and out of the Bethlehem site.

—Mike

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TWO KODACHROMES MIKE DEL VECCHIO

BETHLEHEM STEEL CLOSED the ancient open hearth blast furnace portion of its giant mill (**below**) in Bethlehem, Pa., on November 18, 1995. In the wee hours of the last day, mill workers (**above**) still spoke with pride as the last molten iron was poured. Later, the PB&NE dumped the last slag (**right**). See MARKERS.

KODACHROME, CHRIS D'AMATO

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Railnews

KODACHROME: JAMES T. BRADLEY

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M&NA SD20s 1000 and 1001 led DGNO's Dallas Turn out of UP's Cadiz Yard, headed for Garland, on October 24, 1995. See RAILNEWS.

AMTRAK's RTLII Turboliner performed a demonstration run on November 2 from the Greenfield Village in Dearborn, Michigan, (**below**) to Pontiac. See RAILNEWS.

TOLEDO, PEORIA & WESTERN has a new paint scheme, as seen on GP7 1602 (ex-C&NW 4494), westbound on the Peoria & Pekin Union in Peoria, Illinois, on October 25 with a five-car Kolbe Local. The TP&W is also moving ahead with its planned consolidation of operations with NYS&W/Delaware Otsego. See RAILNEWS.

KODACHROME: KENNETH BORG

GRAND CANYON RAILWAY bought ex-VIA FPA4 6793, last used on the South Branch Valley and Western Maryland Scenic. It will be painted to match GCR FPA4 6773, seen at Williams (**below**) with new stripes, lettering and nose herald. The Alco cab units will power trains during GCR's non-steam operating season. See RAILNEWS.

EKTACHROME: GRAND CANYON RAILWAY

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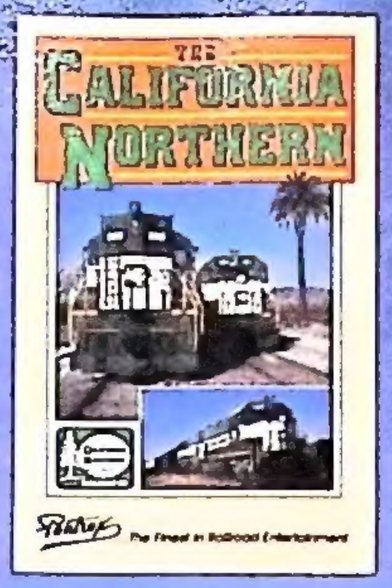

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